

WE HAVE BEEN APPOINTED  
SOLE AGENTS  
FOR  
**MARTELL'S  
BRANDIES.**  
H. PRICE & CO.  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

**MARTELL'S  
BRANDIES.**  
ONE STAR ... 22.00  
THREE STAR ... 28.00  
V.S.O.P. ... 44.00  
V.S.S.O.P. ... 80.00  
SOLE AGENTS—  
H. PRICE & CO.

No. 13,592 號式十玖百伍千壹萬壹第 日叁十式月捌年柒十二緒光 HONGKONG, SATURDAY, OCTOBER 5th, 1901 陸拜禮 號伍月十年壹零百九千壹英港香 日, \$24 PER MONTH

## CHAMPAGNE

### JULES MUMM

PER CASE, PINTS, \$30; QUARTS, \$48.

### A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century  
Apply to G. U. ANDERSON,  
Hongkong, 13, Praya Central.

### JOHN WALKER & SONS'

FAMOUS  
KILMARNOCK WHISKY.

This World-renowned  
Fine OLD HIGHLAND WHISKY,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents,  
SIEMSEN & CO.  
Hongkong, 1st January, 1901.

### CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO., Hongkong.

## HONGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED.

### TIME TABLE

**WEEK DAYS.**  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 8.00 p.m. Every 15 minutes.  
**NIGHT GARS.**  
8.45 p.m. to 9.15 p.m. Every 15 minutes.  
9.15 p.m. to 11.15 p.m. Every 15 minutes.  
**SUNDAYS.**  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 7.30 p.m. Every 10 minutes.  
**TIGHT GARS as on Week Days.**  
**EXTRA GARS** at 11.30 p.m. and 11.45 p.m.  
**SPECIAL GARS** by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st October, 1901.

### VICTORIA

## CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a first class Machine, and the above Estab-  
lishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Repairs executed with promptitude and skill.  
Remounting a specialty.

**MCKIBBY & CO.**

At 104, Queen's Road East.  
Hongkong, 4th April, 1901.

## GREEN ISLAND CEMENT COMPANY.

### PORTLAND CEMENT.

\$3.50 per Cask of 97 1/2 lbs. net ex Factory.  
\$3.50 per Bag of 250 lbs.  
**SHEWAN, TOMES & CO.**  
General Managers.  
Hongkong, 1st June, 1901.

## RUINART FINE & FINE, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPERS.

Ship only the finest & only  
Extra Dry (Green Seal)  
**CLAUDE WIGMORE & CO.**  
Hongkong, 12th September, 1901.

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

### SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

### THE ELITE OF WHISKY—

THE "PALL MALL."

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

### BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG.

### C. P. & Co.'s INVALIDS' PORT

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassal.

### DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

### AMOROSO SHERRY,

\$20 PER DOZ.

### LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

### BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

A natural and most pleasant wine to the taste.

## CHAMPAGNES.

PAUL DOMMERIEUX GOLD MARQUE.

C. H. DARGONNE & CO.

IRROY & CO. CARTE D'OR EX SEC.

LANSON PERE ET FILS.

PIPER HEIDSIECK, GOLD FOIL.

GIESLER & CO.

KRUG & CO. PRIVATE CUVÉE.

BOLLINGER & CO. VERY DRY.

LOUIS ROEDERER GRAND VIN SEC.

POMMEY & GRENO.

SOLE AGENTS—

## CALDBECK, MACGREGOR & CO.

15, Queen's Road, WINE AND SPIRIT MERCHANTS.

## JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR

INDIGESTION, DYSPEPSIA, FLATULENCY

AND ACIDITY OF THE STOMACH.

## VICTORIA DISPENSARY.

**PHOTOGRAPHIC** PLATES, PAPERS  
AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

## TAILORING DEPARTMENT

FOR SIX WEEKS ONLY!

SPECIAL OFFER of AUTUMN SUITINGS at the following EXCEPTIONAL PRICES—

FLANNEL LOUNGE SUITS	\$20.00
TWEED AND CASHMERE SUITS	\$29.00
BLUE SERGE SAC SUITS	\$30.00
WORSTED AND ANGOLA SUITS	\$33.00
BLACK TWILL DRESS SUITS	\$45.00

## LANE, CRAWFORD & CO.

### BRANDY

FINE, PALE, MEDICINAL BRANDY.

### MARIE BRIZARD & ROGER

COGNAC

SPECIALLY IMPORTED BY

## WATKINS, LIMITED,

66, QUEEN'S ROAD.

CHEMISTS AND AERATED WATER MANUFACTURERS.

## W. BREWER & CO.

NEW STOCK.

EX ENGLISH MAIL.

WINSON and NEWTON'S OIL and

WATER COLOURS.

CANVAS DRAWING BLOCKS,

DRAWING BOOKS.

ENGINEERS' SET-SQUARES,

T-SQUARES.

ROLLS of DRAWING PAPER.

MATHEMATICAL INSTRUMENTS

in Great Variety.

FROM SLAZENGER'S—

TENNIS NETS, HOCKEY STICKS,

GOLF BALLS, TENNIS GOODS.

BRIAR PIPES in Cases, BRIAR PIPES

PLAIN, MACKENZIE PIPES with

CARTRIDGES.

CIGAR and CIGARETTE HOLDERS.

EX "SOCOTRA."

WRITING CASES, SLOTTING CASES,

PHOTOGRAPH CASES, PHOTO

FRAMES, SCRAP BOOKS, CARD

CASES, ENGAGEMENT PADS.

AUTOGRAPH CHRISTMAS and NEW

YEAR CARDS.

GAMES in Boxes: Complete with Markers, &c.

PIQUET, PATIENCE, WHIST,

EUCHRE, BEZIQUE, BRIDGE.

EGYPTIAN CIGARETTES: SULTANS'

PASHAS, INDIAN CIGARS, LOG

CABIN TOBACCO.

23 & 25, Queen's Road, Hongkong.

## COTTAM & CO.

HAVE RECEIVED a NEW STOCK of SOFT FELT HATS in ALL SIZES

and the LATEST SHAPES in "DOUBLE" COLLARS.

LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.

Are now being Shown.

## W. S. BAILEY & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS and BLACKSMITHS.

BRASS and IRON FOUNDERS.

COAST and RIVER STEAMERS, STEAM WATERBOATS, LIGHTERS.

TUGS and FAST STEAM LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES and ENGINEERS' TOOLS OF

EVERY DESCRIPTION.

ENGINE & SHIPBUILDING WORKS,

60 & 62, DES VŒUX ROAD CENTRAL, KOWLOON BAY.

W. S. BAILEY, M.I.M.E. E. O. MURPHY, WH. SC., A.I.M.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS and TENDERS.

CONSULTING and SUPERINTENDING ENGINEERS and SURVEYORS.

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

## SIEMSEN & CO.

SOLE AGENTS.

	Per Case 1 Doz. Bottles.	Per Case 2 Doz. Bottles.
LAUBENHEIMER	\$11.00	\$13.00
NIERSTEIN	13.00	15.00
HOCKHEIMER	17.00	19.00
SPARKLING HOCK (Extra Quality)	28.50	28.50
SPARKLING MOSELE	28.50	28.50

## HOCKS

DIRECT FROM and BOTTLED BY JOH. BAFT. STURM.

SOLE AGENT

## G. GIRAULT, 6, QUEEN'S ROAD.

### HONGKONG JOCKEY CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING  
of Members of the above Club will be  
held in the CITY HALL, on SATURDAY, the  
5th October, at 12 o'clock Noon.

By Order—

T. F. HOUGH,

Clerk of the Course.

Hongkong, 21st September, 1901.

B. J. BARLOW,

CONSULTING ENGINEER, SURVEYOR

AND CONTRACTOR.

PLANS and Specifications Supplied for any

Class of Engineering Work. Marine

Work a Specialty. Designs prepared for

Small Coast Steamers, Light Draught Vessels,

Dredgers, Tug-Boats, Launches and Barges

and Repair Work. Special Requirements.

Now and Repair Work Supervised. Contractor

for the Supply and Erection of any type of

Machinery.

Telegrams "BARLOW," Hongkong.

P. O. Box, No. 74.

Office, 9, QUEEN'S ROAD CENTRAL.

B. J. BARLOW.

Hongkong, 12th June, 1901.

UNDER ENGLISH MANAGEMENT.

## AH YOUNG & CO.

NAVY and ARMY CONTRACTORS, and

WHOLESALE PROVISION

MERCHANTS. Orders promptly executed.

Satisfaction guaranteed. Price List on ap-  
plication.

9, VICTORIA STREET, HONGKONG

(Next to Central Market).

GEO. MOIR, Manager.

Hongkong, 1st August, 1901.

THE HONGKONG STEAM WATER

BOAT COMPANY, LIMITED.

THE above Company is prepared to supply

the shipping in Hongkong with PURE

and FILTERED WATER both for deck and

bottom.

Call Flag W.

J. W. KEW,

Manager.

20, Des Vœux Road.

Hongkong, 18th December, 1900.

### NOTICES OF FIRMS

NOTICE.

THE INTEREST and RESPONSIBILITY of  
Mr. A. von PUSTAU in our Firm  
ceased by mutual consent on the 30th September.  
LAUTS, WEGENER & CO.  
Hongkong, Canton, 1st October, 1901.

By Order—

A. von PUSTAU.

Canton, 1st October, 1901.

I HAVE This Day established myself in

Canton as MERCHANT and COMMIS-  
SION AGENT under the name and style of

A. PUSTAU.

Canton, 1st October, 1901.

THE HONGKONG LAND INVESTMENT

AND AGENCY COMPANY, LIMITED.

DURING my absence and until further

notice Mr. MOWBRAY STAFFORD

NORTHCOLE has been appointed ACTING

SECRETARY.

By Order of the Board of Directors.

A. SHELTON HOOPER,

Secretary.

Hongkong, 23rd September, 1901.

NOTICE.

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

MR. WILLIAM BASIL DIXON has

been appointed CHIEF

MANAGER.

By Order of the Board of Directors.

R. SHEWAN,

Chairman.

Hongkong, 27th September, 1901.

A. LING & CO.

FURNITURE STORE.

PLATED GLASS & CROCKERY WARE

Also FOOCHOW LACQUERED WARE.

FURNITURE on HIRE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1901.

R. J. REMEDION,

FOREIGN and COLONIAL STAMP

DEALER.

No. 37, CAUSEWAY, HONGKONG.

Will be glad to send STAMPS on approval

to any address on receipt of satisfactory refer-  
ence.

It also prepared to purchase used POSTAGE

STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED

15 to 25 percent Discount Allowed



## INTIMATION.

## A. S. WATSON &amp; CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SHERRY.

A. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule. \$10.80

C. MANZANILLA, PALE NATURAL SHERRY, White Capsule. 12.00

CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule. 12.00

D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule. 14.40

E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (Old Bottled). 20.40

In addition to Wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. G. O. SANDEMAN, SONS & CO., of LONDON and OPORTO, for whom we have been appointed Sole Agents:—

Per Case of 12.  
LIGHT DRY SOLERA. \$17.00  
VERY PALE DRY. 25.00  
FULL GOLDEN. 30.00  
PALE DRY NUTTY. 32.00  
FINE OLD BROWN. 42.00

## A. S. WATSON &amp; CO. LIMITED, THE HONGKONG DISPENSARY.

## The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 5th October, 1901.

H.E. THE GOVERNOR'S letter covering the Blue-book forwarded to the Colonial Office was laid on the table at the Legislative Council meeting on Thursday. Sir HENRY BLAKE was able to point to the sound financial position of this Colony and an increase of business corresponding with the expanding trade of the East. The letter continues with a general review of the past year, touching briefly on the main features affecting Hongkong. With regard to the outbreak in Kwangtung, H.E. gives an explanation, which he received "from fairly well informed sources," that it was possibly started with a view of inducing the allied Powers to secure peace in the South by a promise to consider the question of internal reform when the time arrived for the imposition of terms of peace upon the Imperial Government. He also points out the strong anti-dynastic feeling displayed by the rebels and the feeling manifested against the Cantonese. Coming back to more strictly colonial affairs, after mentioning the coming dock extensions, which will make Hongkong docking facilities equal to those of any port in the East, and the large increase in steam-launch building, the Governor discusses the 1900 plague epidemic. He brings out the peculiar difficulties of our situation when he says:—

"In considering this annual recurrence of plague, the situation of Hongkong renders it peculiarly difficult to deal with the introduction of disease from without, for relief gradually obtained in other places by the death of the susceptible can hardly be looked for here with a perennial influx of susceptible coolies from the surrounding plague-infected provinces. Every hour brings these people to Hongkong, and nothing short of a ten days' quarantine of from two to three thousand who daily enter Hongkong would free us from the introduction of these visitors, while even if all these visitors were among them susceptible to feed the fuel of the plague." The discussion naturally leads to that of the problem of reducing the "one of the most serious future." The

abatement of this evil, he goes on to say, will probably cost some millions of dollars, owing to the value of house property in Victoria, but Hongkong taxation is light compared with that of other colonies, and "sooner or later the question of the abatement of surface overcrowding must be vigorously dealt with." This is very true, and we do not see that any one holding this view can regard with anything but regret the action of the Sanitary Board on Thursday in rejecting Dr. CLARK'S proposal to prevent the erection of buildings to a height exceeding the specified one-and-a-half times the width of the street they front.

H.E. the Governor proceeds next to the question of the New Territory, the financial accounts of which, he says, afford no reliable basis for an estimate of its ultimate value. After the completion of the land survey and the settlement of claims, H.E. expects to see a rapid development of that portion of the district surrounding the Harbour. "Beyond affording protection and bringing home to the people the fairness and justice of the British system of government nothing can be done in the New Territory until the land claims have been settled." Sugar-cultivation in the Territory is thought capable of great improvement, soiculture will probably be tried on a large scale, and Sir HENRY BLAKE sees no reason why, with the further propagation of excellent grasses already growing in the Colony, the hills north of the Kowloon range and the island of Lantau should not support a sufficient number of cattle to render Hongkong independent of the supplies now procured from the West and North Rivers. That the Governor's anticipations will be verified will be the hope of all. The Government's methods have certainly been slow, so that it may be trusted they will be sure.

One more point we wish to call attention to in the letter before us, and that concerns the steamers trading between Hongkong and the West River ports. Sir HENRY BLAKE thus sums up the abortive negotiations:—The Companies interested asked "no more than that they should have the liberty to carry passengers to and from any place on the river, undertaking to 'confine the carriage of cargo and parcels to the ports and stages already agreed upon, and being prepared, if necessary, to 'carry a Customs Official on board and to 'conform to every local regulation as to 'inspection, &c. This proposal, which was made personally to the Viceroy Li Hsueh-chang when on his way to the North, and the Tung-li Yamen, and to Sir ROBERT HART, was accepted by all three. It was referred to a Committee in Canton appointed by the Acting Viceroy, and, for some reason that I have not discovered, it was recommended by them that the proposal should be rejected." H.E. hopes, however, that the proposal may yet be accepted. It is indeed to be trusted that this will be one of the details to be considered by the Powers and China in settling the question of commercial facilities consequent on the recent conclusion of peace.

Such are the main points of interest in the Governor's letter to the Colonial Secretary. It will be noted that the question of sanitation is not dealt with. Are we to look for this in a year's time? It is true that the agitation for reform belongs to 1901, but nevertheless the evils existed in 1900, and we should have preferred to see some official comment on the matter.

A WELL-INFORMED correspondent in Indo-China writes to us on the subject of the possibility of bringing the French Colony into the ordinary mail-steamer route by the creation of a deep-water harbour at a convenient point on the Annam coast. As his remarks are interesting, we need not apologise for quoting them. He says:—"The want of a deep-water harbour for Indo-China, 'not too far from the mail-steamer route, 'has long been a subject of complaint in the Colony. Haiphong by no means fulfils the requirements, and there is a feeling in favour of Tourane. At present goods taken via Haiphong and by river suffer greatly from slowness of transport. 'If it were decided to create a harbour at Tourane railways would have to be run to the leading towns in Tonkin, Annam, and Cochinchina. Several leading commercial men, excellent judges of the situation, are strongly in favour of the Tourane scheme. This port is not very distant from the mail routes, and steamers running from Singapore to Hongkong and from Saigon to Shanghai could well stop at Tourane, they think, without incurring excessive loss of time. At all events the growth of trade would soon indemnify them. Indo-China would then be served 'not only by French steamship lines, but also by English, German, and others. 'Tourane should be in two circumstances be made a free port to the great advantage of the Colony. Moreover, many more Europeans would be induced to come out to Indo-China, another great gain. Annam, which contains great unexploited sources of wealth. If we French are lacking in initiative, perhaps foreigners

would not be too timorous to tamper with fortune."

If the suggested deep-water harbour were to be constructed, our correspondent goes on to say, railways between Tourane and Hanoi, Haiphong, and Saigon would first of all be necessary. The 200,000,000 francs devoted by M. DOUMER to the Haiphong-Lao-kay and Lao-kay-Yunnan lines would be much better employed in such a work as this. The French are seeking this chimerical wealth of Yunnan, neglecting the more important treasures already waiting for them in Annam and Tonkin. It will be remembered that we recently published the opinion of a French officer of much experience in Indo-China and its neighbourhood, who held exactly the same views. Our correspondent concludes:—"Had M. DOUMER consulted the Colony's commercial men 'he would not have plunged Indo-China 'into debt as he is about to do. France 'has now been established in Indo-China 'for nearly twenty years. She is reaping 'some benefits, it is true. But the methods 'adopted have been bad and the results 'are entirely inadequate in view of the 'possibilities.' It is customary to look on the French as poor colonists, though in certain outward matters they improve on British methods, as residents in Hongkong who have any experience of French ports in the Far East will admit. Indo-China has been so far no exception to the general run of French colonial possessions. Many of the colonists, however, are convinced that it is not through lack of possibilities that this is so, and our correspondent's remarks quoted above may be taken as a fair example of the arguments used by the more sober of them. Whether there is or is not a chance of breaking the steamship journey at some point on the Annam coast, the scheme at least merits attention."

The French cruiser *Friant* arrived yesterday from Amoy, where H.M.S. *Asra* is now the only warship left.

The annual general meeting of the Jockey Club will take place to-day at noon at the City Hall.

Yesterday's ties in the six-a-side football competition resulted:—Kew 3, Lowe 2; Russell 1, Beattie 0.

Through a mistake on the part of the clerks at the Magistracy, we were led to state yesterday that a member of the Royal Army Medical Corps had been imprisoned for theft. The offender was, we are informed, one of the Army Ordnance Corps.

General Fred. D. Grant, U.S.A., has returned to the Philippines from a trip through Japan, Russia, Canada, Germany, Austria, and the United States. While in Russia he visited his daughter, Princess Cassanov. He is now to take over the military command of the Camarines Islands.

We are glad to note that the Public Works Department is at last waking up to the necessity of condemning and pulling down buildings unsafe for human habitation, as is shown in the case of the two-story buildings Nos. 99 and 101 Wellington Street, formerly occupied by Cassam Mahmud & Co., drapers and milliners.

As will be seen in another column, the Imperial Rifle Match in connection with the Hongkong Rifle Association will be shot off this afternoon. The following are the team and reserves:—Messrs. Baldwin, Blair, Lammer, Marshall, MacDermot, MacLennan, MacKenzie, Pidgin, Stewart, Wallace, Wake, and Watson.

The new rickshaws for Europeans made their first appearance in Queen's Road yesterday afternoon. They certainly look better than the old ones. They are neatly japed and cushioned, and the bottom is covered by a piece of hide. They also have side flaps, and decent aprons without holes, something not easy to find in the old rickshaws. The drivers are clad in black, the whole turnout being rather sombre.

By kind permission of Lt.-Col. Baillie and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock. Programme:—Lancers: "Army and Arriet," Crook Selection: "Iolanthe," Sullivan. Value: "Happy Thoughts," Front Barr Dances: "Happy Dances," Godfrey Song: "Love's Old Sweet Song," Molloy Selection: "Nell Gwynne," Planquette. "God Save the King."

The first round of the billiard tournament at the Soldiers' Club between the Royal Garrison Artillery and the Hongkong Police, which commenced on Thursday afternoon, has resulted as follows:—Corporal Dan, R.G.A., beat P. S. Brazil; P. S. Quinn beat Corporal Griffiths, R.G.A.; Company Q-M. Sergeant Beasley, R.G.A., beat P. S. Eames; P. C. Pitt beat Bombr. Holloway, R.G.A. P. C. Pitt played a fine exhibition game, and made the highest break of the evening—33.

The Secretary of the Maha Bodhi Society writes from Calcutta to a friend in Singapore as follows:—"The wonderful discoveries made in Central America of Buddhist temples have shed a ray of glory on the past Buddhist missionary activity of the Chinese. Five Chinese missionaries, a thousand years before Columbus discovered America, visited Central America, and preached Buddhism. The Spaniards under Cortes and Pizarro, a thousand years later, went and destroyed the country."

All the Krupp guns captured by the Indian Contingent in China, which were taken to Calcutta and lodged in the Arsenal at Fort William, are to be shipped shortly to England.

The colour line, as it is called in the United States, has been drawn in the First Cuban Artillery by barring the enlistment of negroes. In Cuba, it is asked, already laying the foundation for a new race war?

The sanitary condition of Havana harbour has been so greatly improved under American administration that fish are now able to live in it—something that did not happen during the last century of Spanish dominion over it.

The Chinese have increased enormously in the Federated Malay States of late, but there is still a vast disparity between the sexes; so great in fact that, in the total figures for the States, there are 491,318 males, of all races, to only 185,825 females. In the last decade the natives of India have increased from 20,177 to 52,501.

The London *Gazette* of the 30th August announced that the appointment of Captain Schofield to the D. S. O. had been cancelled—for the very honourable reason that the King had been pleased to signify his intention to confer the decoration of the Victoria Cross upon him. His claims, as stated against his name, were:—Captain H. N. Schofield, Royal Field Artillery. At Colono, on December 15, 1899, when the detachments serving the guns of the 14th and 66th Batteries Royal Field Artillery had all been killed, wounded, or driven from them by infantry fire at close range, Captain Schofield went out when the first attempt was made to extricate the guns, and assisted in withdrawing the two that were saved.

The following examples of how the *Times* used to write are from a copy of that journal for the 2nd September, 1801.—"Al-Bonaparte seems to sulk terribly for his 'flourishing Colony.' Not one reflexion in his Official Gazette, not a crumb of consolation for the Great Nation! How different from the days when he printed *Moniteurs* in Arabic, to communicate to the Republic the gratitude of poor Mohammed, and the promise he had made them of returning to build a Mosque capable of containing the faithful of both Nations! *Que promissa cadunt et somnia Pythagorae!*"—One of General Bonaparte's Sisters appears to have assumed a very old surname. She is called Madame Basicchi, or the *Eye-kisser*.—Her Brother might do well with more propriety assume the appellation of *Nose-Leader*.

In the twenty-six years during which the Malay States have had the advantage of British advice and protection (says Sir Frank Swettenham, who was Acting High Commissioner, in his just published report) the revenue has grown from about £100,000 to over £1,500,000. Over 250 miles of railway, 1,300 miles of cart-road and 1,400 miles of telegraph have been constructed. Waterworks, wharves, hospitals, prisons, schools, and many other public buildings have been constructed, while, at this moment, the Government of Perak is engaged upon an important scheme of irrigation which will benefit about 60,000 acres of land and cost about a million dollars. The four states under British protection were federated in 1896, their total revenue for that year being a little over eight million dollars. As some proof of the success of this step it is not a little remarkable that in 19.0 the revenue should have almost doubled, thus securing in less than five years as large a measure of increase as had been gained in the previous twenty years.

A Phoenix (A. T.) telegram of the 31st August says:—Warrants have been issued for the arrest of three cowboys for the rough usage of a Chinese at Tombstone, according to special advice to-night. The identity of the rascals is not known, but the Chinese describes the rough-and-ready crowd as consisting of two Mexicans and an American. The Chinese, who dragged himself into Tombstone to-day, almost dead of thirst and heat, and trembling with the fear that his experiences might be repeated, is Wong Yock of San Francisco, who opened a small merchandise store in the mining camp of Tombstone recently. The Western characters turned and swore at the arrival of several Chinese, and singled Yock as an example by which they would forever rid the camp of Celestials. Yock was held up on the burning desert several miles from camp, bound head and foot and tossed on the hot sands to shift for himself. With great difficulty he managed to sever the ropes which held him captive, rubbing them against the edges of rocks.

The nature of the food in the Royal Navy has been a burning question from early days says the *Saturday Review*. It troubled Queen Elizabeth, and Earl St. Vincent found the settlement of the difficulty a harder task than beating the French. But the Committee which has just finished its enquiry into the nature of the sailor's food has not found the question so thorny as on these historical occasions. Among other points it has been largely concerned with the propriety of substituting mutton for beef at certain meals. It is satisfactory that no great fault is found with existing arrangements, but several small changes are suggested which will increase not a little the comfort of sailors. There are to be five meal-hours, or rather rests from duties, instead of three, and this, it is hoped, will prevent the sailor spending his excess of money on the canteen. The Committee has also made a humorous but wise proposal that an "age limit" should be fixed to certain provisions as to the staleness of which there have been frequent complaints. Other slight alterations on technical points were proposed, but on the mass of evidence brought before the Committee the general conclusion was arrived at that there is no ground of complaint as to the regulation of present rations in the Royal Navy.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 4th October, 6.58 p.m.

## A HSIANFU TALE.

A Hsianfu despatch reports that the Russophil officials are urging the Empress Dowager to concede the Chinese Amur region to Russia on the condition that she guarantees China from other foreign aggression for a period of fifty years.

## THE WAR IN SOUTH AFRICA.

LONDON, 3rd October, 4.15 p.m.

## COL. KEKEWICH'S CAMP ATTACKED.

It is officially stated that the Boer leaders Kemp and Delarey attacked Colonel Kekewich in camp near Rustenburg. The Boers were repulsed with heavy loss. British casualties were thirty-three killed and one hundred and twenty-seven wounded.

## GENERAL NEWS.

LONDON, 3rd October, 4.15 p.m.

## THE "COBRA" DISASTER.

At the inquest on the victims drowned in H.M.S. *Cobra*, the jury found that the *Cobra* buckled and sank in ten fathoms of water from some cause unknown.

## END OF SAN FRANCISCO STRIKE.

The strike at San Francisco has ended in a victory for the masters.

## MONEY MARKET.

Consols stand at 498 3/16. On the loan market weekly advances range from 1 to 1 1/2 per cent. Japanese New Loans are at 476 1/2. Bank rate remains the same.

LONDON, 3rd October, 9.25 p.m.

## AMERICA CUP—"COLUMBIA" WINS AGAIN.

The *Columbia* has defeated *Shamrock II* in the second race for the America Cup.

## REUTER'S SERVICE.

LONDON, 2nd October.

## BOERS SURPRISE A VOLUNTEER POST.

A strong force of Boers surprised a volunteer post on Tulane Hill on the 26th September. L. REIFF OFF THE ENGLISH TURF. The license of Lester Reiff, winner of the Derby, has been withdrawn, and he has been warned off the Newmarket course.

## PRINCE CHUN'S RETURN.

Prince Chun has sailed from Genoa on his return to China.

LONDON, 2nd October.

## SOUTH AFRICA—ATTACK ON COLONEL KEKEWICH.

Lord Kitchener reports that in the attack on Colonel Kekewich's Camp, which was made in the night, the enemy numbered at least one thousand, and were repulsed with considerable loss. The British lost two officers and thirty-one men killed, fourteen officers and 114 men wounded, Colonel Kekewich slightly.

## CRICKET.

The match Hongkong Cricket Club v. All Comers begins at 11 a.m. to-day, when the following will be the teams:—

HK.C.C. XII.—Lieut. Kriekenbeck, J. A. Woodgate, H. Arian, Major Dyson, A.P.D.; Lieut. Clifton Brown, R.N.; J. E. Lee, Major Dorehill, R.A.; Captain Weymouth, R.A.; F. Maitland, K. W. Mooney, P. A. Cox, and T. Sorcombs Smith.

All Comers.—M. J. Doctor, W. E. Dixon, P. W. Goldring, T. C. Gray, J. H. Smyth, J. P. Jordan, Lieut. McCleverty, Capt. Rotherham, R.W.F.; Capt. Cadogan, R.W.F.; E. J. Davies, J. Hooper, Capt. Radcliffe, R.E.; W. H. Russell, Lieut. Edmonstone, R.A.; Lieut. Clepham, R.A.; A. E. Lowe, G. Grimbale, G. H. Pestonjee, M. E. Agar, C. M. Burns, G. H. Edwards, Private Preedy, R.W.F.; Corporal Letton, R.A.; Private Smith, R.A.; Sergeant Mender, R.E., and E. Mast (Captain).

## LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Prinzess Irene*, which left here on the 5th ult., at noon, has arrived at Genoa on the 3rd inst., a.m. The N.Y.K. steamer *Shinano Maru* (European Line) left Singapore for this port on the 3rd inst., and is expected to arrive here on the 9th inst. The "Ben" Line steamer *Benbow*, from Antwerp and London, left Singapore on the 3rd inst. for this port.

## MUSICAL NOTES.

In connection with the forthcoming Cricket Week, it has been arranged that one of the entertainments to be provided for visitors from Shanghai and Singapore will take the form of a musical concert. A selection of "coon" and "pigger" melodies has been made, and practices are about to commence. An excellent programme should be rendered, as there is no lack of the musical talent in our midst qualified for such solos and choruses as are possible to this class of entertainment. Doubtless, too, many wits are now busy concocting the conundrums and sayings indispensable to the "corner-men." There has of late been ample material for the provision of witticisms of this kind.

Many will be glad to learn that a concert has been arranged on behalf of that excellent and most deserving institution, the Mission to Seamen, of which that ever genial and hard-working padre, the Rev. J. H. Franco, is senior chaplain. The entertainment, which takes place on the 16th inst., at 9 p.m., will be given entirely by the members of the Choir of St. John's Cathedral, and will be held in the Hon. C. P. Chater's bungalow at Kowloon, the loan of which has been kindly promised for the occasion. The programme, which will be as attractive one, will consist of vocal and instrumental music, and amongst those who will sing will be Mrs. Lawson, Mr. Alec Marsh, Mr. G. P. Lammer, Bandmaster Moir, R.W.F., who is a member of the Choir, will give a solo, and part songs will also be sung. The whole of the proceeds, after paying expenses, will be handed over to the Mission. A good audience will doubtless be present to assist the Choir in the furtherance of this good work amongst needy seamen and others in our midst.

Lovers of music will be gratified to know that it has been decided by the Anglican Church choir in Hongkong, in emulation of the work at home, to give an annual Festival in St. John's Cathedral, the object being the furtherance of choir work and the promotion of Church music. The first Festival, it is hoped, will be given in November, and the cantata selected is *St. Paul's Epistle*. It will be rendered by about twenty voices, those taking part being the members of the Choir of St. John's Cathedral, St. Peter's Church, and the Garrison Church. The "band" of the Royal Welsh Fusiliers, by kind permission of Colonel Bettie and the officers, will be in attendance, and will most likely play the opening processionals, hymns, Sullivan's "Overture, Christian Soldiers," and the opening Voluntary. Mr. G. P. Lammer, who will be tenor soloist, will conduct the practices, and Bandmaster Moir will conduct on the night of the Festival, while the soloists will be trained by Mr. Alec Marsh. The precise date of the Festival is not yet fixed, but it will probably be about the end of November, as already stated. Admission will be free, but a collection will be taken on behalf of the Cathedral choir fund.

The concert given by the Soldiers' Club on Monday evening was a pleasing success, and was much enjoyed by those present. Now the cool weather is setting in, it is to be hoped these entertainments will become more frequent as they are much appreciated by the officers and men of the Garrison. Bandmaster Moir has a wonderful amount of energy and is an able musician, and to him and his bandmen, supplemented with the interest displayed by the officers of the R.W.F., is due the credit of these excellent entertainments. Much praise is so due to Mr. Torrell, the manager of this prosperous Club, and the Committee, whose one united ambition is to brighten the lot of Tommy Atkins in this newly doted Colony, and keep him out of mischief by providing healthy recreation and amusement. More power to their elbow!

It would really be interesting to know if the Hongkong Choral Society and the Hongkong Philharmonic Society exist otherwise than in the local Directory. The Choral Society has a valuable music library stored away somewhere in the City Hall (possibly the "Museum"), but apart from the list of officials published annually—and the same applies to the Philharmonic Society—gives no actual evidence of its existence. Why this should be it is difficult to imagine, for if the present officers have no time or inclination to fulfil their respective functions, then the sooner they acknowledge the fact the better. The Colony at present is running about half a dozen teachers of singing, which is evidence of much interest being taken in vocal music, but nothing seems to eventuate in the form of a public entertainment worthy of the place and the community. Surely during the coming season the two societies combined can do something in the way of a good musical entertainment.

Mr. Alec Marsh will most likely sing at a farewell concert at Canton towards the end of this month before leaving for Shanghai. His loss will be much felt locally, and the good wishes of all will go with him; but it is not unlikely the Colony will see him again on a flying visit from the "Model Settlement," which he will make his headquarters until he goes home next year. He is a big man with a big heart and a big voice, and has done much to improve vocal music in Hongkong, and has never hesitated to chip in and sing at any of the soldiers' and sailors' concerts. I understand that when he does go home, he may return on a trip to the gorgeous East with a few other musical celebrities.

Mr. Marsh seems to belong to a musical family, for a recent number of the *Ladies' Field* has the following:—"Our portrait this week represents Miss Ethel Marsh, a young violinist, who has studied both at the Royal Academy of Music (under Mr. Samuel) and the Princess Conservatoire. Miss Marsh is a niece of Mr. Alec Marsh and of Madame Alice Fery, and made her debut in 1888 during a concert with Madame Fery, since



who has played with success in the provinces and in London, notably at the Sunday League orchestra concert at Queen's Hall. Assisted by Madame Alice Eley, Miss Janocha, and Mr. Denham Price, this young artist gave an entirely successful concert last week at 91, Eaton Square. By kind permission of Mrs. Whitlaw, 11, a Beethoven Sonata for violin and piano, in which the support of so experienced a pianist as Miss Janocha was most valuable. Miss Marsh gave evidence of sound method, and a large audience showed its honest appreciation of her three subsequent solos, a "Canzonetta" by Ambrosio, an "Einfachheit" by Pöpper, and a well-known air by Bach for the G string only. Madame Eley (Mrs. Alec Marsh) is best in the lighter songs of her repertoire, such as Sullivan's "O, Swallow, Swallow." Miss Evelyn Marsh leaves London shortly on a concert tour in the provinces.

## DECANT.

## POLICE COURT.

Friday, 4th September.

Before Mr. HAZELAND.

DRUNK AND INCAPABLE.

Heinrich Holm, an unemployed German, was charged with being drunk and incapable on 1st August. Defendant admitted the charge and was fined £2, or eight days.

SHOOTING A CHINESEMAN.

P. C. Albert Holdaway, of the Water Police, was called upon to answer the charge of wilfully and maliciously shooting Chan Pak Yau, with intent to do him grievous bodily harm, and secondly with wantonly discharging a certain firearm at Victoria in this Colony, on the 2nd ult.

Mr. J. E. Reeves appeared for the defence. It was at first intended to charge the defendant under both sections 16 and 18, with felony and misdemeanour. After consultation with the Acting Captain Superintendent of Police, Inspector Collett informed his Worship that the charge under section 16 was withdrawn, and that defendant was only to be charged under section 18.

Mrs. H. E. Faulkner, examined by Inspector Collett, stated as follows:—

"On the evening of 2nd ult., I was on the verandah of my house. I saw a crowd, and saw European lying down. He got up, and then I saw him put his hand from his hip forward, and a flash and report immediately followed. The man continued to stand for a moment, then walked slowly away. I heard the cry raised that a man was shot, and a crowd started to run after the European, who then increased his pace. I went down to the street and saw some blood on the ground."

"I saw evidence as to Chan Pak Yau having been brought to the hospital on the 2nd ult., at 8.40 p.m., with a bullet in his right foot and that he was still in hospital under treatment. He would have always a weak foot."

By Mr. Reeves: "The bullet entered on the right side and came out on the left side of the foot. Chan Pak Yau gave evidence as to having been wounded by a shot fired by defendant on the 2nd ult. at 8.30 p.m. in Cross Street."

At this stage the further taking of evidence was adjourned.

Before Mr. KEMP.

DRUNK AND DISORDERLY.

Max Vogt pleaded guilty to the charge of behaving in a disorderly manner in the public streets, and was fined £2.

George Sanders on a similar charge, which he admitted, was fined £3.

ILLICIT OPIUM.

Kwok Tsun, a seaman of the s.s. *Glenfarg*, had twenty-two packets of opium in his possession without a valid certificate and was fined \$250, or in default three months' hard labour.

There were three other cases of possession of illicit opium, which were despatched with fines of \$15, \$20, and \$4, respectively.

ATTEMPT OF SUICIDE.

Chung Pan was brought before his Worship to answer the charge of unlawfully attempting to commit suicide.

Defendant had nothing to say and was discharged with a caution, as the doctor's evidence showed that the man suffered from a weak mind.

UNLAWFULLY BOARDING STEAMER.

Mok Chan unlawfully boarded the s.s. *Empress of China* and had to pay \$5 or go to goal for fourteen days.

## FINANCES OF THE STRAITS SETTLEMENTS.

The Financial Report and Statements for 1900, just laid before the Straits Legislative Council, are signed by Mr. F. G. Penney, the Colonial Treasurer. The actual revenue, as per the year's accounts, was \$5,359,550 against an estimate of \$5,000,000. The revenue was over \$359,550 in excess of the amount estimated, and over \$189,551 in excess of the revenue for 1899.

The heads of revenue which are generally regarded as indicative of the prosperity of the Colony, such as land rents, port dues, postage, fees of office, district collections, and revenue stamps show substantial increases over the figures for 1899. Instead of the estimated deficit of \$722,172, there was an actual deficit of \$645,187 on the revenue over expenditures as corrected for arrears, which now represents the decrease in the credit balance of the Colony, the figures being as follows:—

Balance on 1st Jan. 1900	\$2,698,065
Balance on 1st Jan. 1901	2,059,378

Decreases	\$638,687
Dependancies under assets	
1st Jan. 1900	\$44,000
1st Jan. 1901	35,500
	5,500
	\$644,187

The cash balance on the 1st Jan. 1901, including the silver held in reserve against currency notes, amounted to \$4,967,643.88. Deducting the amount of the silver reserve (\$4,303,913.11) the balance was \$663,730.77, which is less than the balance of the previous year by \$458,132. This balance does not include copper coin to the value of \$99,650 for which a separate account is kept.

The value of Government currency notes in circulation at the close of 1900 was \$6,205,000 as compared with \$4,165,000 for the preceding year. The average monthly circulation for the past two years has been \$2,350,555 and \$5,500,250 respectively. The coin reserve had risen from \$2,777,000 to \$4,403,913. The average monthly circulation of the local banks for 1899 and 1900 was—1899, \$9,082,210; 1900, \$7,113,132. The decrease is mainly due to the Hongkong and Shanghai Banking Corporation steadily withdrawing its local issue. The value of the British dollars imported by the local banks in 1899 and 1900 respectively was as follows:—1899, \$20,242,735; 1900, \$21,571,448.

The report urges an increase in the establishment of the accountant's department to overtake arrears of work.

## JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their Weekly share report, dated Hongkong, 4th October:—The activity in our market referred to in our report of the 27th September has been maintained during the interval under review, and we close with increased firmness for the leading stocks.

**BANKS.**—Hongkong and Shanghai have been sold at \$307½, \$310, and \$312½, and more shares can probably be placed at the higher rate. Nationals have sellers at \$23. Bank of China unchanged.

**MARINE INSURANCES.**—Unions continue in request at \$342½. Cantons are enquired for at \$167½. Yangtzes are wanted at \$120. North China can be placed at \$19.

**FIRE INSURANCES.**—Hongkong Fire is wanted at \$342½. China Fire has been placed at \$33.

**SHIPPING.**—Hongkong, Canton and Macao are wanted at \$34½. Indo-China have continued to advance, and are now wanted at \$142. Douglases have improved to \$45 or divided of \$3 paid on the 1st instant, and are wanted. China Manilla continue neglected at \$58 sellers. Star Ferries have sold and continue in request at \$24½ (old) and \$9½ (new). Shell Transporta sold at \$2. 19s.

**REVENUES.**—China Sugars have declined slightly, and are now obtainable at \$150. Lancers have further receded to \$34 with sellers.

**MINING.**—Panjoms are on offer at \$3. Queen Mines are quiet at 4 cents. Jelobus are on offer at \$5½. Kaubs have improved to \$14, at which there are buyers.

**DOCKS, WHARVES AND GODOWNS.**—Hongkong and Whampoa Docks have steadily advanced during the week, and can now be placed at \$250. Hongkong and Kowloon Wharves are steady at \$39 with some small parcels offering. New Amoy Docks are quiet, and without business.

**LANDS, HOTELS AND BUILDINGS.**—Hongkong Lands have been in active demand, and are in strong request at \$183. If there are firm, however, but few shares are forthcoming. Kowloon Lands are quiet at \$31½. West Point has sold at \$55 and can now be placed at \$53. Hongkong Hotels have been done at \$127 and \$128, and are in demand at the higher figure. Orient Hotels are quiet at \$55. Hampshire Estates can be had at \$134.

**COTTON MILLS.**—We have no changes to report in quotations for the northern mills. Hongkong Cottons have improved to \$12, at which shares are wanted.

**MISCELLANEOUS.**—Green Island Cements are wanted at \$21½. Nationals continue in request at \$15½. Electrics (old) can be placed at \$123. Hongkong Ropes are quiet at \$172½. Ice-cream buyers at \$134. Tramways are wanted at \$275. Chinese President have sold at \$9½ and are still obtainable. Watkins are quiet at \$10. Alhambra Cigars have further declined to \$750 with sellers.

**MEXICO.**—Union Insurance Society of Canton, Ltd., ordinary yearly meeting on the 10th instant. Canton Insurance Office, Ltd., ordinary general meeting on the 17th instant.

## PLAGUE PRIMARILY AN EPIZOOTIC DISEASE.

The view adopted at the Annual Congress of the British Medical Association, that plague in man is a secondary event, dependent on the plague in animals, and which led that body to decide to approach Government with a view to an international agreement to ensure measures for preventing infection by ship-borne rats, is shared by no less an authority than Professor Koch, who, in the course of a most remarkable address recently delivered before the British Congress of Tuberculosis, affirmed that it was his high time that this enlarged knowledge of the etiology of plague should be utilized in international, as well as in other traffic. Professor Koch added that if measures now in force against the plague have not been successful, no blame attaches to those who devised them, as this connection between the human and the rat plague had been totally unknown before.

In June, the British Chamber of Commerce, having obtained extensive information from other important shipping centres in England bearing on this subject, unanimously adopted a resolution to be included in the programme of resolutions for the autumn meeting of the Associated Chambers of Commerce, recommending measures directed towards minimizing the chances of the introduction of the disease by ship-borne rats. In view of such opinions and evidence, the question naturally arises to whether measures for the prevention of the spread of plague beyond the seas, which are practically a transcript of those directed against cholera and other purely human diseases, are sufficient. In the absence of any scientific evidence to the contrary, the fact that plague has spread, and continues to spread, in spite of the most strenuous efforts to give effect to such regulations, readily suggest a negative reply.

There can be no doubt that measures for the prevention of the spread of any epidemic should be based on scientific grounds, but nothing can be more illogical than to treat all epidemics in a uniform manner. Our action should be adapted to meet the special characteristics of each, and be primarily in conformity with what the strongest evidence points to as the most important etiological factor, less important factors of diffusion being none the less guarded against. The existing regulations, while they include a very thorough inspection of individuals, combined with the disinfection of their clothing, do not provide against the danger of droves of infested animals being carried from port to port. As long as a vessel arrives with a history of no illness on the voyage, and is therefore classified under the regulations as not infected, this danger is not obvious to the public. But it must be borne in mind that crows have little to do with the landing and unloading of cargoes, and therefore run but little risk of being infected by plague rats in the holds. It is the quay laborer, upon whom the largest share of loading and unloading cargo falls, who runs that risk. Thirteen dead rats were found in the fore-hold of a ship fifteen days out from Suva, which arrived at Bristol in January last. Professor Klein warned the death of certain of these from plague, whereupon the ship was dealt with as "infected," and, in the process of disinfection, no fewer than two hundred and twenty-six rats were killed. This led to an appeal, on the part of the Liverpool sanitary authorities, to the Local Government Board for the revision of plague regulations, and to the Board approving of the proposed modifications in the case of arriving vessels. As, however, it is impossible to destroy all rats on a loaded vessel, and not a difficult matter to do so on an empty vessel, modification of rules relating to departing vessels at infected ports is what is obviously more desirable. Important additional protection would be gained were such modification to take the form of supplementing existing measures by thoroughly fumigating vessels at ports of departure, a method which was boldly adopted in Australia under inter-colonial agreement, during and after the Sydney outbreak of 1900, and with conspicuous success.—*Times* of India.

## LIFE IN MONGOLIA 800 YEARS AGO.

A letter from Dr. Sven Hedin to the King of Sweden has recently been published, in which the first detailed account of his last journey of exploration is given. This communication, like the previous ones, was written at Charkilik, and is dated April 28th last. Leaving Tunghua, Sven Hedin went east-north-east via Lake Tang, and passed over the highest part of the mountain chain of Ala Tugh and Asia Tugh as far as Annabury, with a side trip to the Sirting Mongols. As is already known from his previous letters, he went through the Desert of Gobi. He found that this desert is divided from south to north in the following belts:—Firstly, low and barren mountain chains; secondly, sandhills; thirdly, Kamish steppes; fourthly, a kind of forest which also grows in great abundance in the Kirghiz steppe.

"Here," says the explorer, "we dug for water, and found some that, at a pinch, is potable. After this we crossed, going constantly north, a system of low hill ranges, running parallel east and west, a direct continuation of Tien Shan and Kuruk Tugh. In this exceedingly lonely, barren, and mountainous country, where we wandered twelve whole days without finding a drop of water, and where our situation would have been very precarious if we had not been overtaken by a snowstorm, the wild camels in the large herds. On the way I observed all the camel paths."

After this the explorer went to the spring Altish Dughlak, which he visited last year, and thence travelled for two days in a southern direction to the ruins he discovered last year, but which, on account of the late season, he was unable to explore thoroughly. Of this very interesting and important part of his journey he says, among other things:—

"I made excavations and excavations in the neighbourhood for a week, and discovered three more settlements and several country estates and houses built of burnt brick. In the interior of one of the brick buildings we found a dozen very well preserved and complete manuscripts in Chinese script, and about a hundred fragments, together with 30 small staves of tamarisk wood, these also with Chinese letters. An educated Chinese says that the manuscript is a private letter, but that it mentions also a large highway passing by here, and it further says that this district was called Lo. The small staves are partly visiting cards, and partly a kind of receipt which the inhabitants had from the Government for wheat and maize delivered to the Crown. The most remarkable thing is that nearly all the staves are dated the same day. The following date, for example, is found, 'the twenty-first of the eleventh month in the fifth year of the Emperor Taisi's reign. Hence I am able to ascertain that the exact date of these settlements. My Chinese says that they are 800 years old."

"Some Buddhist temples were also discovered in these settlements, one of which was especially well preserved. It must have been wonderfully beautiful in its time. Its walls were decorated on the outside with carvings, some of which I have brought with me. In the interior we found a statue of Buddha, whose dilapidated trunk we took with us. The temple looked towards the south, over the densely wooded shore of the old Lop or Lake. It doubtless have hitherto been entertained in regard to the statement that these settlements were situated on the shore of a lake long since dried up, proofs can now be obtained that such a lake must have existed. It extended in a southern direction from the settlements."

"A survey, lasting a week, was made of the deserts between the old Lake Lop Nor and the new Kara Koshun. The distance between their northern shores is eight hundred miles, and the survey shows that the desert lies on the same plain, with very small differences in altitude. Directly south of the ruins there is a sharp depression, where the bottom is on a level with the Kara Koshun. This depression doubtless represents the situation of the old Lake Lop Nor. The Lop Nor problem has thus been finally solved. Owing to certain peculiarities of the Kara Koshun basin I expressed my doubts as to the old of my last journey, that the basin of the lake extended to the north, and the new lake has already been formed. In the north a new lake has already been formed, extending forty kilometres in the direction of the northern depression, and we required four days to go round this new sheet of water, which changes its bed so rapidly that it seemed to me a great risk to pitch our tents on its shores. It reaches no less than thirty-two cubic metres of water a second from the Kara Koshun."

## ENGLAND, GERMANY, AND RUSSIA.

The following letter from Sir Rowland Blennerhassett appears in the *Times* of the 31st August:—

There is a widespread and deepening anxiety among men of light and leading in this nation originating in the idea that the foreign policy of England is and has been for some time past, and under various Administrations, governed by postulated preference rather than directed by accordance with prosaic fact. The Blue-book just issued by the Foreign Office, respecting the Northern Chinese railways, and the extensive and powerful letter which appeared in the *Times* of 26th August, from your correspondent "Far East," must strengthen this suspicion.

The notion that a foreign policy, worthy of England and in accordance either with her ideals or her general interests, can be formulated on the basis of intimate agreement with Germany is a mischievous illusion. It is an impossibility which does not arise from national jealousy alone. German statements, under the dictation of what they believe to be economic necessity, have adopted a deliberate policy which puts it out of the question. We have no right to criticise them on this account. They are simply doing their duty in following a course which they hold most conducive to the interests of their country. It is our business merely to recognise the fact that in their opinion German and English interests are not only not identical but generally the reverse, and not to be debated by phrases about the naturalness of an Anglo-German entente, which may prove dangerous, and tend to warp our policy towards other Powers.

The population of Germany must now be close upon sixty millions, and is rapidly increasing. To meet the exigencies created by this circumstance German statesmen and their advisers consider that their whole energy should be directed towards German expansion and the consequent development of German commerce. Many of them think this can be best accomplished by acquiring colonies sufficiently rich and attractive to induce Germans to settle in them. By this means they hope to create markets for their home industries, and they calculate also that the portion of the population forced by necessity to emigrate would still be available for military service. The British Empire, however, according to these persons, stands prominently in the way of this scheme. Therefore it has to be reduced to submission. Count von Bismarck, in introducing the Double Navy Bill used language that could only point to a calculated policy of hostility to England. For years it has been the steady aim of German effort to destroy our commercial and naval supremacy. To this end Bismarck, with a view

of embroiling us in war with Russia and France, made use of the "Replika Fund" to excite animosity in both countries against us, and, following his lead, the Foreign Office at Berlin steadily devotes itself to the work of preventing a friendly understanding being arrived at between England and Russia.

The part played by Germany recently in China in aiding and abetting the action of the Russians to the detriment of British interests, the story of which, although toned down, our Foreign Office has just published with evident reluctance, is an object lesson for the steadily decreasing number of persons in England who still dream in the possibility of satisfactory working arrangements between this country and Germany. You, Sir, in your leading article of August 15th, pointed out that England was the only Power that persistently followed a policy of scrupulous regard to German interests and susceptibilities in China. Your correspondent "Far East" shows how Germany appropriated our action by taking up a position of hostility to us whenever she could.

Our Government, with a nervous precipitation enough to make Chatham and Palmerston turn in their graves—placed our expeditionary force under Field-Marshal Count Waldersee, who landed at Tientsin on September 1st last year. The conduct and language of the Russian officers in respect to the Chinese railway from Newchwang to Peking, the way in which the property belonging to British subjects, or pledged to them, had been dealt with by the Russian military authorities in spite of the assurances of the Russian Government as to their intentions, and the night regard paid to the avowed policy of the Cabinet of St. Petersburg by Russian officers on the spot, produced a most unfavourable impression. Taking advantage of the irritation in our Foreign Office the German Government induced us to enter into the unhappy Anglo-German Agreement of 16th October. Notwithstanding our deference to the wishes of that Government, the very first act of Count Waldersee in China was to lead the whole weight of his position, which, in view of the policy in regard to it adopted by Russia, France, Japan, and the United States, would have been an impossible one without the loyal support of England to secure for the Russians the control of a section of the Tientsin-Peking Railway, in spite of the representations of the British authorities.

In consequence of this action and of the attitude to us of Count Waldersee, Sir Frank Lascelles, under instructions from Lord Salisbury, remonstrated several times at Berlin. No satisfactory explanation was given, and Count Waldersee pursued the even tenor of his way, as a "Far East" points out, Germany had nothing further to gain at St. Petersburg by ostentatious unfriendliness to Great Britain.

The whole story, however, of Anglo-German arrangements in China is of a piece with the settled German policy towards England. No one who has followed the methods by which a public opinion inimical to Great Britain has been created, and for many years past fostered, in Germany, can doubt as to what that policy is. At the present moment the language of the German Press is as hostile to this country as it was at a certain moment in 1896 when, as we all know now, the German Government was sounding Russia and France with view to combined action against England. Even newspapers under the direct influence of the Government are steadily unfriendly. We all remember the methods employed in Berlin in Bismarck's time to manage the Press. The same system obtains still, and every one knows that, in addition to organs in close connection with the Government, there exists a whole series of newspapers which are not behind the most highly official journals in their zeal to propagate and defend views which they know are held by statesmen in whose patriotic zeal and intelligence they repose confidence. Many of these prints could not be more bitter and violent against us if England were engaged in compassing the actual destruction of the German Empire. But even more significant than the proceedings of Count Waldersee in China or studies of the German Press is the tone towards this country invariably adopted by the German calculation by German Ministers of State, when they speak in the Reichstag, and the accredited agents in which they make it clear that the abiding factor of German policy is hostility to England. We have not the slightest reason to complain or even feel aggrieved that German statesmen should adopt this course if they think it in the interests of their country. We have merely to consider what, under the circumstances, ought to be the foreign policy of England.

You, Sir, in your leading article of August 21st, point out that the attitude of the Russian Foreign Office is not encouraging to the Englishmen who cherish hopes that we may one day effect a comprehensive settlement with our great Asiatic neighbour satisfactory both to us and to them.

I grant that if the Government in St. Petersburg in case of differences between England and Russia in Asia leave their practical solution to subordinate local representatives on the spot, as they have recently done in China, it is idle to hope that a working arrangement between England and Russia in the Far East or anywhere else can be arrived at. The great and growing party in this country composed of many persons of weight and position who desire a comprehensive settlement with Russia is not to be confounded with the small body of individuals who hold the view that whatever Russia does is right. Some members of this last-mentioned Russianophile group have done more to impede a working arrangement being come to between this country and Russia than the most unreasoning Russophiles in England or the most rabid Anglophiles in Russia. If a comprehensive settlement between the two countries is to be arrived at, the active goodwill of the Government at St. Petersburg is, of course, a matter of prime necessity. It must show itself both able and willing to restrain the headstrong impulses of its distant servants. We, on our side, must give up our vacillating attitude and by the adoption of a resolute policy, based on a clear perception of the true interests of England, make it an undeniable advantage to Russia to enter into a working agreement with us.

Russian statesmen cannot possibly look with great complacency on the situation or be free from anxiety when they contemplate the exigencies of the hour. On the one hand, peace almost at any price is an absolute necessity for Russia, in view of her extreme agricultural depression and the embryonic state of her industries. On the other hand, if she will not compromise her whole future she must endeavour to obtain with as little delay as possible secure outlets to the Pacific, the Mediterranean, and the Persian Gulf. She is already on the Pacific, but her position there is still somewhat insecure. The question of Corea threatens to embroil her with Japan. In the Near East German influence tends to enliven Russian at Constantinople, and in a few years the Baghdad Railway, which will be almost entirely under German control, will be carried to El Kuwait, on the Persian Gulf, one of the finest harbours in the world. Russia cannot possibly ignore the alarming activities of Germany in the Near East and Japan in the Far East. As regards the

latter Power, it would be quite possible for us, by a steady policy of intelligent friendliness to Japan, which the Government of St. Petersburg should be made to understand is the keystone of our policy in the Far East, to relieve Russia entirely from alarm in that quarter.

As regards the Near East, we have little or no interest now in hindering the final accomplishment by Russia of her historical task. It is difficult to see how Russian supremacy in South-Eastern Europe would be injurious to England. The true mis on of Russia seems to guide and protect the Slav race and the Slav States in the Balkan Peninsula. If we all v ourselves to be tempted to oppose this we should simply be playing the German game, and find ourselves involved in a struggle with the future in which, however it turns out as far as Russia is concerned, we shall in the end be hopelessly worsted. We must remember that as regards the Austrian Empire the main disintegrating force is not Slav aspirations but those of the Germans under the influence of the Pan-Germanic League. The only power which has the deepest interest in opposing Russia in the Near East is not England, but Germany.

As regards the Persian Gulf, Russia has to reckon with Great Britain alone. Here we must strike a final settlement with Russia or gird ourselves for fight. Why we should oppose the Russian advance to Bandar Abbas when we do not oppose a German railway ending in a naval station an outpost is difficult to understand. The time to approach Russia on this question is near at hand, if it has not arrived. Not very long ago the *Novoe Vremya* published a most remarkable article showing the manner in which Russian opinion is slowly but steadily moving in the direction of an arrangement with England. "Let England," it says, "only understand that we do not desire India, but must get down to the Persian Gulf, and the matter is settled." A few days since the same organ published a still more graceful article, criticising our policy of "gracious concessions" to Germany and pointing out that if England had only "conferred one-half the favours upon Russia which she has heaped upon her wily and ungrateful German neighbour, there would to-day exist a cordial and durable Anglo-Russian entente, not indeed, a complete and lasting alliance."

Russia clearly desires the co-operation of England in securing an outlet on the Persian Gulf, the region which will be the industrial heart of the Russian Empire of the future. If we can see our way in this matter the whole Anglo-Russian controversy is at an end. If we do not we must make up our minds to contend not only against the Russian Empire, with its enormous and rapidly increasing population, but with the active hostility of the Slav race everywhere; and, unless we are to adhere to the always inglorious and sometimes ignominious policy of protest followed by retreat, our only course is to prepare for a desperate war by large military expenditure, and by coming to arrangements with Germany, continue on a far greater scale the policy we have just followed with such deplorable results to our position and interests in the Far East.

If we cannot allow Russia to bring her railways from the Caucasus and Central Siberia to Bandar Abbas, then all the talk about there being room enough in Asia both for England and Russia is mischievous nonsense. Persia is the place where we can make still a really valuable concession to Russia, and show that we attach some meaning to our assurances that we are neither jealous nor afraid of our great Asiatic neighbour. I do not mean to say that it is to be made lightly or without securing permanent advantage. In considering our foreign policy we must always bear in mind the truth, so thoroughly realised by our ancestors, that our Empire is the ocean. Russia, if her fair and legitimate ambitions are once satisfied, will never enter into any combination to deprive us of the sovereignty of the seas. She will have no interest to do so, as she will be an essentially self-contained land Power. This is not the case now with Germany. It will be still less so in time to come. It is quite clear, from utterances of her public men and those authorised to speak on her behalf, that she considers her future depends on the overthrow of the naval supremacy of England.

We shall not conjure away the danger of a combination against us which this settled policy may succeed in forming by repeating self-sufficient platitudes or refusing to take unpleasant facts into consideration when shaping our foreign policy.

**THE POWERS AND THE PERSIAN GULF.**

In an article on the German Baghdad railway scheme, the *Novoe Vremya* at the end of August dwelt on the enormous advantages which the projected line offers to both Turkey and Germany from the political, commercial, and military points of view. It would, the journal says, enable Germany to colonise Asia Minor in a manner which would lead to the projection of what on a scale that could result in a dangerous competition with Russia in the European markets. It would facilitate Turkish military concentration either against Russia or against tribal revolts, increase the religious and moral prestige of the Khalif among the Mohammedans of Central Asia, and might, in spite of the mutual hostility of the Shiites and Sunnites, aid in a rapprochement between Turkey and Persia. Russia, the journal continues, is now manned by railways on two sides. While the Germans aim at strengthening the military position by connecting Constantinople with the Persian Gulf, the British, on the other side, are already preparing to build a railway from Quetta through Baluchistan to Seistan, and there is further ground to believe that they will not be long in connecting Eastern Persia with Western India. There will then be a new base for operations against Russia from the Persian Gulf by railway.

A boat four thousand years old has been taken from Egypt to New York. The *Boston Transcript* says it is expected that it will be put into the harbour excursion service at that port.

**LIFE AND VIGOUR FOR THE HAIR.**—The only article which really possesses nutritious virtues for stimulating, and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes scurf, dandruff, dryness, prevents the hair being injured by illness, and should always be used for children's hair; no other article imparts such a beautiful and drowsy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it; also in a golden colour for fair hair. Sold by Stores and Chemists. [1894-3]

## CHURCH SERVICES.

## ST. JOHN'S CATHEDRAL.

6th October, 18th Sunday after Trinity.

Matins (11 a.m.).

Responses, Psalms, Venite, Alcock; Psalms, Hayes, Matthews; Te Deum, Baker; Jubilate, Goodson; Hymns, 282 and 320; Kyrie, Marlocks; Offertory Hymn, 531.

Evensong (5.45 p.m.).

Responses, Psalms; Psalms, Turle, Tallis, Rimbaud; Magnificat and Nunc Dimittis, Bruce Steane, Anthon. "How beautiful upon the Mountain," Hymns, 303 and 542; Vesper Hymn, Bruce Steane.

IF YOU REQUIRE

## BRANDY

TAKE THE BEST.

THAT IS

## MARTELL'S.

## ONE STAR

PER CASE ... \$22.00

## THREE STAR

PER CASE ... \$28.00

## V.S.O.P.

PER CASE ... \$44.00

## V.V.S.O.P.

PER CASE ... \$80.00

SOLE AGENTS—

## H. PRICE &amp; CO.

12, QUEEN'S ROAD.

Hongkong, 24th September, 1901. [618]

THE

## ROBINSON

PIANO CO., LTD.

## "WASHBURN"

## MANDOLINES.

## GUITARS.

## BANJOS

AT

## COST PRICE

TO CLEAR PRESENT STOCK.

Hongkong, 3rd October, 1901. [2093]

## PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE

TWENTY-EIGHTH ORDINARY

YEARLY MEETING OF THE SOCIETY will be held at its HEAD OFFICE, No. 1, QUEEN'S BUILDINGS, HONGKONG, on



## NEW ADVERTISEMENTS

## GOVERNMENT NOTIFICATION.

THE following Telegram received by the Commodore from His Excellency Vice-Admiral Sir Cyprian Bridge, the Commander-in-Chief, is published for general information:-

## TELEGRAM.

"The Tsungming Crossing entrance to the Yangtze is reported to be unsafe for all vessels."

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 3rd October, 1901. [2547]

## TO LET.

12 EUROPEAN HOUSES, Nos. 14, 18, 22, 26, 30, 34, 38, 42, 44, and 48, LEBURTON HILL ROAD.

Apply to:  
THE HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,  
No. 8, Queen's Road West,  
Hongkong, 5th October, 1901. [2548]

## TO LET SHORTLY.

HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VEAUX ROAD CENTRAL, next to A. Tack's Furniture Store. Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.

Apply to:  
J. S. LEE & CO.,  
Care of WING CHEONG TAI,  
240, Des Vaux Road West,  
Hongkong, 5th October, 1901. [2550]

## HONGKONG RIFLE ASSOCIATION.

WEATHER permitting the SHOOT for the IMPERIAL RIFLE MATCH will take place TO-DAY (SATURDAY), 5th October, commencing at 2.45 p.m. prompt. Members of Committee are requested to meet on the Range at 2.30 p.m. to make final arrangements.

ALEX. MACKENZIE,  
Hon. Secretary.  
Hongkong, 5th October, 1901. [91]

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship  
"HAINAN,"  
Captain Passmore, will be despatched for the above port TO-DAY, the 5th inst., at Noon. For Freight or Passage, apply to DOUGLAS LAPEIRA & CO.,  
General Managers.  
Hongkong, 4th October, 1901. [2545]

## FOR YOKOHAMA AND KOBE.

THE N.D.L. Steamship  
"BAMBERG,"  
Captain Zurbenson, will be despatched for the above ports on MONDAY, the 7th inst., at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 4th October, 1901. [2543]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship  
"KUMSANG,"  
Captain Baker, will be despatched as above on TUESDAY, the 8th inst., at 2 p.m., instead of as previously notified.

For Freight or Passage, apply to JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 5th October, 1901. [2549]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship  
"YUENSANG,"  
Captain Rolfe, will be despatched as above on WEDNESDAY, the 8th inst., at 4 p.m.

This Steamer has superior accommodation for First-class Passengers, is fitted with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 5th October, 1901. [2551]

## THE HONGKONG WEEKLY PRESS will be ready on Monday, and will contain:-

Leading Articles:-  
H.E. the Governor on Hongkong's Position.  
The Census.  
Fresh Missionary Troubles.  
French Activity in South China.  
Japan's Progress.  
Possibilities of Indo-China.  
Compensation in Hongkong.  
The Crisis: Telegrams.  
Legislative Council.  
Sanitary Board.  
Triad Rebellion in Kwangtung.  
Census Returns for the Colony.  
Evacuation of Peking.  
Engineers' Concert.  
Dinner at the Club Lusitano.  
Methods of Dealing with Plague.  
Professional supervision of Building Works in Hongkong.

Swatow.  
Tonkin Notes.  
Samsan Notes.  
Canton Insurance Office, Ltd.  
Douglas Steamship Co., Ltd.  
Yokohama Specie Bank, Ltd.  
Great Eastern and Caledonian Gold Mining Co., Ltd. (in Liquidation).  
Supreme Court.  
Points for the Jockey Club.  
Sporting and Other Notes.  
Third Gymkhana Meeting.  
Cricket.  
Football.  
Hongkong and Port News.

Subscription, 312 per Annum, payable in advance; postage, 32.  
Extra copies 30 cents each (cash).  
Copies can be posted from Office to subscribers; including postage 30 cents each, or 31 for those outside (cash).  
Hongkong, 5th October, 1901.

## NEW ADVERTISEMENTS

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

## THE N.D.L. Steamship

"BAMBERG,"  
Captain Zurbenson, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, 4th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 p.m.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 4th October, 1901. [2544]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TARNANTIA, &c.)

## THE Steamship

"AUSTRALIAN,"  
Captain Hobbs, will be despatched for the above ports on THURSDAY, the 24th inst., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 4th October, 1901. [2546]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,  
TO-DAY (SATURDAY),  
the 5th OCTOBER, 1901, at 2.30 p.m., at his Sales Rooms, QUEEN'S ROAD, GENTLEMEN'S SUIT LENGTHS, TENNIS and COLOURED SHIRTS, BOOTS, SHOES, SOCKS, UMBRELLAS, BRACES and BELTS.

LADIES' DRESS MATERIALS, MUSLIN, SILK, SATIN, and STOCKINGS; and

SUNDRY OTHER GOODS.

TERMS OF SALE.—As Customary.  
V. J. REMEDIOS,  
Auctioneer.

Hongkong, 4th October, 1901. [2542]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
TO-DAY (SATURDAY),  
the 5th OCTOBER, at 3 p.m., at the FOUNTAIN, opposite the CITY HALL, 14 PONIES

all Broken to Saddle and Harness and in Sound Condition;

One Large and One Small DOG-CART, 2 Sets of HARNESS, 8 SADDLES, 7 BRIDLES; and

12 PAIR BRUSHES and COMBS.

TERMS.—As usual.  
HUGHES & HOUGH,  
Auctioneers.

Hongkong, 1st October, 1901. [2547]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
on  
MONDAY,  
the 7th OCTOBER, at 3 p.m., at QUEEN'S STATUE WHARF, THE "MYTH."

A 40 feet Chinese Built and Rigged Two Masted Boat or JUNK, Cabin, Coppered Bottom, Fast Sailer and Very Suitable for Pleasure Excursions. With ALL GEAR and 16 FEET DINGEY. Can be Inspected by Arrangement with the Undersigned from Friday, 4th October.

TERMS.—As usual.  
HUGHES & HOUGH,  
Auctioneers.

Hongkong, 2nd October, 1901. [2551]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,  
on  
THURSDAY,  
the 10th OCTOBER, 1901, at 11 a.m., On board.

The British Ship "CELESTE BURRILL," (Reg. tons 1,764, carrying capacity 2,908 Tons dead weight), now lying at anchor near Stonecutters' Island.

The HULL and SPARS with 1 ANCHOR and CHAIN in ONE Lot, the SAILS, GEAR, TACKLE and remaining APPURTENANCES in separate Lots.

A Launch will leave Blake Pier at 10.30 a.m. to convey intending purchasers.

TERMS.—Cash on delivery. All Lots to be at purchaser's risk on fall of hammer.

Geo. F. LAMBERT,  
Auctioneer.

Hongkong, 3rd October, 1901. [2513]

## C. E. WARREN, BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANED and REPAIRED. Sanitary Board Notices promptly attended to. Agent for MOSBY PILES. Prices on Application. [2545]

## TO LET.

## TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD.  
Apply to—  
S. A. RAMJAHN,  
Care of Thomas's Grill Room,  
Hongkong, 1st August, 1901. [1637]

## TO LET.

AT THE PEAK, from 31st October, a Large FURNISHED HOUSE.  
OFFICES and ROOMS on 1st and 2nd Floors Beaconsfield Arcade.  
For Particulars, apply to—  
TURNER & CO.,  
Hongkong, 2nd October, 1901. [2508]

## TO RENT.

A WELL-FURNISHED ROOM with BATH and BOARD. Appointments First-class. House well located.  
Apply to—  
"HAMMOND,"  
Care of Daily Press Office,  
Hongkong, 28th September, 1901. [2459]

## TO LET.

A NEWLY ERECTED HOUSE at the East of Race-course.  
Apply to—  
NG YUEN HING,  
No. 9, Queen's Street, West Point,  
Hongkong, 30th September, 1901. [2465]

## TO LET.

A HOUSE in RIFON TERRACE.  
Apply to—  
"THE RETREAT," MOUNT KELLEY.  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,  
Hongkong, 13th July, 1901. [168]

## TO LET.

THE GODOWN in WEST POINT (Kowloon Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.  
For Particulars, apply to—  
LAUTS, WEGENER & CO.,  
Hongkong, 9th July, 1901. [1730]

## TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.  
Apply to—  
SANG KEE,  
298, Des Vaux Road Central,  
Hongkong, 16th August, 1901. [2084]

## TO LET.

NO. 1, STEWART TERRACE, the PEAK.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,  
Hongkong, 17th July, 1901. [1799]

## TO LET.

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHE-SON STREET.  
Apply to—  
CARLOWITZ & CO.,  
Sales Office,  
Hongkong, 10th September, 1901. [2302]

## TO LET.

GODOWN, No. 5A, DUDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,  
Hongkong, 5th July, 1901. [1692]

## TO LET.

OFFICES on the 1st FLOOR of No. 22, STANLEY STREET with COMPARTMENT Room on the Ground Floor. Possession from the 15th October, 1901.  
Apply on the Premises.  
Hongkong, 4th October, 1901. [2539]

## TO LET.

THE "STILLINGFLEET," Peak Road, 6 ROOMED HOUSE.  
Apply to—  
ABRAHAM V. APCAR & CO.,  
45, Wyndham Street,  
Hongkong, 4th October, 1901. [2537]

## BOARD AND RESIDENCE.

MRS. GILLANDERS  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [2403]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.  
Apply to Mrs. MATHER,  
3, Pedder's Hill.  
Hongkong, 1st January, 1892.

## NOTICE.

TENDERS are invited for the DRAWING and REMOVAL of the PILES near Murray Pier recently used in connection with the raising of the dredger, Canton River. The lowest or any Tender will not of necessity be accepted.  
Tenders should be forwarded not later than the 7th instant.

E. MURRAY RUMSEY,  
Harbour Master, &c.  
Hongkong, 4th October, 1901. [2541]

## NOTICE.

THE Undersigned will not be RESPONSIBLE for any DEBTS contracted by his wife PALMYRA AUGUSTA TERCIO DA SILVA, and every person is hereby prohibited from giving her any Credit.  
JOAO JOSE DAS DOBES-BARRIOS,  
Hongkong, 3rd October, 1901. [2540]

## NOTICE.

THE Undersigned carry in Stock an extensive Run of CIGARETTES and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.  
T. M. STEVENS & CO.,  
1, Daddell Street,  
Hongkong, 2nd August, 1901. [193]

## INSURANCES.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.  
SIEMSEN & CO.,  
Hongkong, 29th May, 1895. [31]

## SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.  
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SIEMSEN & CO.,  
Agents.  
Hongkong, 16th May, 1892. [30]

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.  
CAPITAL.....\$410,000.  
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
Wm. MEYERINK & CO.,  
Agents.  
Hongkong, 18th May, 1900. [185]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900, \$14,732,681.  
I. AUTHORIZED CAPITAL.....\$3,000,000 0 0  
SUBSCRIBED CAPITAL.....2,750,000 0 0  
PAID-UP CAPITAL.....687,500 0 0  
II. FIRE FUNDS.....2,833,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 3rd July, 1901. [1641]

## SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
HOTZ, JACOB & CO.,  
Hongkong, 2nd April, 1900. [33]

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SIEMSEN & CO.,  
Agents.  
Hongkong, 16th November, 1872. [29]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [14]

## NORTHERN ASSURANCE COMPANY.

THE Undersigned AGENTS of the above Company are PREPARED to ACCEPT FIRST-CLASS FOREIGN and CHINESE RISKS against FIRE at Current Rates.  
TURNER & CO.,  
Hongkong, 9th August, 1901. [2921]

## PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.  
DOUGLAS LAPEIRA & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897. [32]

## "L'URBAINE"

FIRE INSURANCE COMPANY, LD.  
(Established 1838).  
THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.  
P. LEMAIRE & CO.,  
Hongkong, 7th February, 1901. [439]

## OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.  
SIEMSEN & CO.,  
Hongkong, 14th February, 1901. [50]

## YEE SANG &amp; CO.

COAL MERCHANTS,  
have always on hand  
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.  
Address—Care of Messrs. KWONG SANG & Co., No. 144, DES VEAUX ROAD. [883]

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong 3rd October, 1900. [75]

## K WONG FUNG YUEN, TIMBERMERCHANTS.

No. 252, Des Vaux Road West, Hongkong. Have always on hand a Large Stock of the following Timber:-  
AMERICAN PINE and FIR, BANGKOK TEAKWOOD, HARDWOOD, &c., &c.  
(In Logs and Planks).  
An Inspection is respectfully solicited.  
Hongkong, 5th September, 1901. [2262]

## DAVID COBSAR &amp; SONS

MERCHANT NAVY  
NAVY BOILED  
LONG FILAX  
RELIANCE CROWN  
TARPAULING.  
ARNHOLD, KARBURG & CO.,  
Sole Agents.  
[3190]

## BANKS.

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
STERLING RESERVE.....\$10,000,000  
SILVER RESERVE.....\$3,750,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

## COURT OF DIRECTORS.

R. SHEWAN, Esq., Chairman.  
Hon. J. J. BELL IRVING, Esq., Deputy Chairman.  
A. Haupt, Esq., H. Schubart, Esq.,  
D. Meyer Moses, Esq., N. A. Siebs, Esq.,  
A. J. Raymond, Esq., H. W. Slade, Esq.,  
E. L. Richardson, Esq., H. E. Tomkins, Esq.,  
Paul Witkowski, Esq.

## CHIEF MANAGER:

Hongkong—SIR THOMAS JACKSON.

## MANAGER:

Shanghai—H. M. BEVIS, Esq.

## LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 3 per Cent. per Annum on the daily balance.  
ON FIXED DEPOSITS.  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 1/2 per cent. per Annum.  
For 12 months, 4 1/2 per cent. per Annum.  
T. JACKSON,  
Chief Manager.  
Hongkong, 17th August, 1901. [24]

## HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

CAPITAL, FULLY PAID-UP.....\$1,000,000  
RESERVE FUNDS.....125,000

## Directors:

J. S. VAN BUREN, Esq.,  
C. EWENS, Esq.,  
C. S. SHARP, Esq.,  
H. W. SLADE, Esq.,  
HO TUNG, Esq.

## General Managers:

Messrs. JOHN D. HUMPHREYS & SON.

## Bankers:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st February, 1901. [367]

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000  
SUBSCRIBED.....£1,125,000  
PAID-UP.....£662,500  
RESERVE FUND.....£40,000

## BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. per Annum on the daily balance.  
ON FIXED DEPOSITS—  
For 12 months.....4 1/2 %  
" 6 ".....3 1/2 %  
" 3 ".....2 1/2 %  
J. THURBURN,  
Manager, Hongkong.  
Hongkong, 1st April, 1901. [25]

## IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.  
SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000  
PAID-UP CAPITAL.....2,500,000

## HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.  
Canton  
Chefoo  
Chinkiang  
Chungking  
Tientsin.



HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
trained workmen. Equal to Home Work.

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Contractor; 30, D'Almeida Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

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THE VICTORIA DISPENSARY.  
Chemists and Druggists, High-class Ana-  
esthetics, Dealers in Photographic  
Requisites, Queen's Road.

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A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Furniture, Kitchen and Accessories,  
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## JEWELLER

MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
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Kong.

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The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
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Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Japan. Work  
done for Amateurs; No. 8, Queen's  
Road Central.

## PRINTING

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Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.  
Navy Contractors, Shipchangers, Sail-  
makers, Provision and Coal Merchants,  
Paya Central, next Hongkong Hotel.

BISMARCK & CO.  
Navy Contractors, Ship Changers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.  
Shipchangers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Voeux Road.

MORE & SEIMUND.  
43 and 45, Des Voeux Road. Shipchangers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Commission ("Grey-  
hound Brand") and Blundell  
Spence & Co.'s Commission.

## TAILORS

R. HAUGHTON & CO.  
Naval Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

## TOBACCONISTS

D. S. DADY BURJOR, "Los Filinos."  
Importer of the Best Manila Cigars; 25  
Pottinger Street.

## WATCHMAKERS

DROZ & CO.  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

MITSUBISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI

## CODE WORD: "DOCK" NAGASAKI

A.I., A.E.C., Scott's and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length ... 528 feet.  
Length on Blocks ... 518  
Width of Entrance on Top ... 80  
Width of Entrance on Bottom ... 77  
Water on Blocks at Spring Tide ... 34  
DOCK No. 2 (at MUKAJIMA).  
Extreme Length ... 371 feet.  
Length on Blocks ... 363  
Width of Entrance on Top ... 66  
Width of Entrance on Bottom ... 63  
Water on Blocks at Spring Tide ... 22

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY at SHORT  
NOTICE. [1560]

## QUAN WAH &amp; CO.

DEALERS IN  
ITALIAN MARBLE AND GRANITE  
MONUMENTS.  
DESIGNS & PRICES ON APPLICATION  
at No. 1, Queen's Road East, Hongkong.  
Hongkong, 17th October, 1901. [179]

## H. F. CARMICHAEL

CONSULTING ENGINEER.  
SURVEYOR AND CONTRACTOR.  
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL" HONGKONG.  
A.B.C. Code, 4th Edition.  
A.I. Code.  
Liber's Standard Code.

TELEPHONE: 332.  
Hongkong, 21st June, 1901.

[ALL RIGHTS RESERVED.]  
QUITE IN THE DARK AND  
ALL AT SEA.

BY  
ROSALINE MASSON  
(Author of "The Transgressors," etc.).

(Continued.)

The ballroom next evening presented a gay  
spectacle. More than half the men were in  
kilt, and many of the fair sex had donned  
ribbons and sashes of their respective tartans.  
But The Infant was subdued.

The Fraser party had already assembled when  
we arrived. We made our way across to them.  
Miss Fraser was dancing the opening lancers  
with Major Hay. Mrs. Fraser was sitting  
watching, and by her side stood her portly  
husband. The music stopped, the room emptied,  
and we stood talking to our hosts of the night  
before. Presently the opening chords of a  
waltz sounded, and the room rapidly filled  
again. Henderson went off in search of friends,  
and I, not being a dancing man, remained by  
Mrs. Fraser. So also did young Fitzgerald,  
but he was waiting for someone. Presently she  
came, leaning on Major Hay's arm. The boy  
advanced to her.

"Miss Fraser," he said, "may I have the  
honour to claim my dance?"  
She looked surprised and amused.

"Oh, I don't dance," she told him, "you must  
find other partners. Have you many friends  
here?" she asked kindly.

The boy looked at her blankly.  
"You promised me," he cried.

"I promised you I would come to dance with  
you? Oh, no! What are you thinking of?"  
She laughed and looked at Major Hay, who  
was looking on.

"Of course your pleasure of the morning  
overrules my promise of the night," Fitzgerald  
told her, his young face flushing. "But you  
need not be so cruel as to laugh at me as well."

He bowed with great dignity, and walked  
away. A loud guffaw broke from Major Hay.  
Young Fitzgerald turned on his heel at once.

"A lady may laugh, sir; but I'll trouble you  
to—speak to me later."

I thought it time to interfere, so went  
forward and took The Infant by the arm.  
"Shut up, you blithering Celt," I hissed at  
him softly, just squeezing his funny bone the  
least little bit to emphasize my remark.

"The man's insolent me—the dirty black  
scoundrel—and before the lady—and she—she—"

"Yes, you can't hit her and you must hit  
someone else? I own she's treated you badly,  
very badly—she's perhaps thought you fair up to  
I suppose you were rather—rather flowery last  
night?"

He looked troubled. I had gently eased him  
over to where the Frasers were. Besides Mrs.  
Fraser stood a girl in white satin, with a sash  
of Fraser tartan, and a big bouquet.

"What a pretty girl!" cried The Infant.  
"Who can she be?" She is with Mrs. Fraser  
evidently—but she wasn't one of the yacht  
party."

"I saw her with them at the Games this  
afternoon," I said.

"I wish I had gone," he answered.  
He had eschewed the afternoon's festivity,  
and had sought alone on the Muggump.

"If we hang about we may get introduced,"  
he remarked presently.

I was glad to have his attention diverted, so  
I obligingly hung about. But no introduction  
followed, though we spoke to Mrs. Fraser, and  
the girl in white was drawn into the conversa-  
tion. She looked at young Fitzgerald rather  
curiously. I thought. Presently someone claimed  
her, and she walked away.

"She has my bouquet," whispered Fitzgerald,  
as soon as she was out of earshot.

"Your bouquet?"

"The one I sent to Miss Fraser. I had asked  
if I might, last night, so I telegraphed to Glas-  
gow for it—there was only just time. She sent  
a letter of thanks back with the above boat  
I sent it out by—but she has given it away to  
that girl."

I began to think that Miss Fraser had behaved  
rather unkindly, even if she wanted to  
punish the boy for being a fool. But The In-  
fant said no word of complaint. I began to  
think him really a nice boy.

"I must have that man's blood," he remarked  
presently.

I withdrew my opinion.  
"You can't have it in a ballroom," I said  
coldly. "You'd better go and dance."

"And I will!" he cried, and went.  
The evening was growing late, and I was  
feeling very weary, when I happened to saunter  
into the supper room, and there I espied Joe  
Henderson, seated supping with the very pretty  
maiden who had attracted young Fitzgerald's  
changing fancy. Joe hailed me, and pointed to  
an empty chair at their table. To my sur-  
prise the pretty maiden called me by name.

We were soon all three chatting gaily. She  
was longer than her stolen bouquet, I observed.  
To us entered The Infant, and hovered round  
wistfully.

I beckoned him near, in pure good nature,  
and he came promptly. But it was not for me  
to introduce him—and besides, I did not know  
the lady's name. She did not extend him the  
same welcome she had vouchsafed me.

Instead, she lowered her eyes, finished her  
food, and remarked that she thought the next  
dance had begun.

"Go back with young Fitzgerald, and leave  
Douglas and me to sup well and wisely."

She drew herself up haughtily.  
"Thank you, I won't trouble your friend,"  
she said. "I thought she was offended at Hen-  
derson's want of courtesy, and did not wonder.  
He was always a bluff brute."

The Infant, who had bounded forward with  
gleaming eyes, stopped short. She caught sight  
of his face, just as she was taking Henderson's  
arm, and something in his undisguised disap-  
pointment arrested her. She slowly dropped  
Henderson's arm, looked The Infant straight  
in the face—reproachfully, I thought.

An Irishman never misses an opportunity.  
Young Fitzgerald offered her his arm, humbly,  
respectfully, silently. She took it.  
When we were left alone, Henderson and I  
looked at one another and laughed.

"It must be fatiguing to be young," I said.  
"Who is the girl?"

"That—Why, my cousin, Ida Fraser! You  
met her last night, you blind bat."

"Pardon me," I answered as Miss Fraser  
and Major Hay appeared at the other end of  
the room, and passed in the doorway, looking  
about for a table. "That is Miss Fraser, your  
cousin!"

Henderson glanced in the direction I in-  
dicated.

"Yes, that's the aunt," he replied carelessly.  
"I thought it over, and then I laughed long  
and long. He demanded an explanation; but  
I gave him none."

"Come and have a smoke," he said.  
"I can't," I said. "I'm engaged."

Then I emptied my glass, and went to look  
for Fitzgerald.

They were sitting together on a red bench in  
an ante-room. She was fanning herself with

an air of supreme indifference and rigid pro-  
prieté. He was looking at a huge split in his  
glove, and for once his aplomb seemed to have  
deserted him.

I went up to them.  
"It is a pity," I remarked, "that there was  
no moon to-night."

The girl raised her eyes enquiringly.  
"But that is not what I came to say," I  
added. "I came to tell you, Miss Fraser, that  
your mother and your aunt are looking for  
you. Fitzgerald," I said to The Infant, as  
they both rose, "will you take Miss Fraser back  
to Mrs. Fraser—and to her aunt, Miss Fraser?"

The boy looked at me blankly.  
The connection with the moon—"I mur-  
mured, and sauntered away."

He did not take her to her mother, however;  
for I met them coming in from the marquee tent  
an hour later. She had her bouquet again, I  
noticed.

"Well?" I asked him, at about seven in the  
morning, while the marquee was being rapidly  
dismantled and howled and whooped by lines of  
tartan chieftains. "Well?"

"It's all right!" he answered. "O've apolo-  
gized handsomely to the Major—honest now—  
when I had challenged. For I found he's going  
to be married to Miss Fraser—that's her aunt,  
you know."

"Yes, I know that," I told him.  
"And when I know that, and that their  
cousins march, and that it has been an attach-  
ment of many years, I overlooked his conduct;  
for when a man of his age is in love, he gets so  
excited over it."

"And did you manage to make your peace  
also with the niece, may I ask?"

"I think so."  
"How?"

"Sure, I proposed to her."  
"And I verily believe he had. At least, he  
usually does."

Next Week:  
"QUITE A GENTLEMAN," BY MRS. L. T. MEADE.

NOTICES TO CONSIGNEES  
NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Goods not cleared by the 8th inst., at  
4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.

H. A. RITCHIE,  
Superintendent.

Hongkong, 2nd October, 1901.

NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co.'s Steamship  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
3 p.m., TO-DAY, 2nd inst.

Goods not cleared by the 8th inst., at  
4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.

H. A. RITCHIE,  
Superintendent.

Hongkong, 2nd October, 1901.

PORTLAND AND ASIATIC STEAM-  
SHIP COMPANY.

NOTICE TO CONSIGNEES.  
STEAMSHIP "INDRAPURA"

FROM PORTLAND (OR), YOKOHAMA,  
KOBE & MOJI.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersignature  
and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

ALLAN CAMERON,  
General Agent.

Hongkong, 2nd October, 1901. [2520]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship  
"SACHSEN,"  
OF THE NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure, and Valuables, are being  
landed and stored at their risk in the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., Limited, Kowloon, whence delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 8th inst., will be sub-  
ject to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on TUESDAY, the 8th inst., and  
THURSDAY, the 10th inst., at 9.30 a.m.  
All claims must reach us before the 17th  
inst., or they will not be recognised.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
under-mentioned.

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.

Hongkong, 3rd October, 1901. [2530]

FOR SALE.

THE "WALER" "KISMET," Winner of  
the Maiden Stakes and Derby, Hongkong  
Meeting, 1901.

Apply to—  
J. W. KEW,  
No. 20, Des Voeux Road.  
Hongkong, 19th September, 1901. [2531]

Clarke's  
Blood  
Mixture

"FOR THE BLOOD IS THE LIFE."

THE WORLD-FAMED BLOOD PURIFIER AND  
RESTORER

IS WARRANTED TO CLEAR THE BLOOD from  
all impurities from whatever cause arising.  
For Scarcia, Henry, Emma, Skin and Blood  
Diseases, Blackheads, Pimples, and Sores of all kinds; it  
is a never-failing and permanent Cure. It  
Cures Old Sores.

Cures Sores on the Neck.  
Cures Sore Legs.  
Cures Blackheads or Pimples on the Face.  
Cures Sores.  
Cures Ulcers.  
Cures Blood and Skin Diseases.  
Cures Glandular Swellings.

Clears the Blood from all impure Matter from wind  
ever arising.  
It is a real specific for Gout and Rheumatic pains.  
It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and war-  
ranted free from anything injurious to the most deli-  
cate constitutions of either sex, the Proprietors solicit  
sufferers to give it a trial to test its value.

Mr. Stephen Morgan writes: "I have suffered since  
1858 with a various ulcerated leg, and have been un-  
der five doctors. I also attended two hospitals, but  
at one they suggested that I should have my leg cut  
off, and at the other that I should have the veins leached  
and tied up. You may guess my feelings, therefore, to  
find myself now cured by taking 'Clarke's Blood  
Mixture' and applying 'Clarke's Marvellous Salve,'  
especially as I have a family of eight children. My  
leg measured 18 in, round against 14 in the other, and  
part of my work I have done on my knees. The mat-  
ter coming from my leg was as black as soot, but it  
has now completely healed up, and I am out of agony,  
attending not known to me for the past eight years. I  
must say I think my case a marvellous one. I com-  
menced taking 'Clarke's Blood Mixture' in July, 1899,  
and the cost has been an small bottle to try the effect  
first, and finding the proper remedy, then ten large  
ones, also a few pots of the salve, and my leg not  
once, I have spent pounds in other remedies, but they  
have been no good to me. I shall be pleased to answer  
any questions, and afflicted brothers and sisters can  
see my leg for themselves. You can make any use of  
this letter for the public good."

"31, Mulberry-road, St. John's-road, Upper Hollo-  
way, London, N., May 25, 1899."

THOUSANDS OF TESTIMONIALS OF WON-  
DERFUL CURES FROM ALL PARTS  
OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles, 2s. 6d.  
each, and in cases containing six times the quantity,  
10s. 6d. each, sufficient to effect a permanent cure in the great  
majority of long-standing cases BY ALL CHEMISTS  
AND PATENT MEDICINE VENDORS throughout  
the world. Proprietors, THE LINCOLN AND MID-  
LANDS COUNTY DRUG COMPANY, LINCOLN, ENGLAND.  
Trade Mark: "BLOOD MIXTURE."

CAUTION.—Purchasers of Clarke's Blood Mixture  
should see that they get the genuine article. Worth-  
less imitations and substitutes are sometimes passed  
off by unprincipled vendors. The words "Lincoln  
and Midlands Counties Drug Company, Lincoln, Eng-  
land," are engraved on the Government Stamp, and  
"Clarke's World-famed Blood Mixture," blown in the  
bottle, WITHOUT WHICH NONE ARE GENUINE.

IMPERIAL BANK OF CHINA.

WANTED.

AN experienced man of business to act  
as COMPTROLLER from next China  
New Year.

Full particulars can be obtained on applica-  
tion to the undersigned.  
By Order of the Board of Directors,  
E. W. BUTLER,  
Manager.

Hongkong, 31st July, 1901. [1922]

WANTED.

BY A Young Man a Position as JUNIOR  
CLERK or MERCANTILE ASSIS-  
TANT. References from previous employers.

Apply to—  
M. N.,  
Care of Daily Press Office.  
Hongkong, 1st October, 1901. [2494]

WANTED.

GENTLEMAN requires Position in Office  
as GENERAL ASSISTANT, or  
willing to do anything. Good References.

Apply to—  
"IMMEDIATE,"  
Care of Daily Press Office.  
Hongkong, 2nd October, 1901. [2506]

WANTED.

POSITION as BOOKKEEPER, ASSIS-  
TANT or CLERK in an Office by  
Englishman. Age 25 years. Knowledge of  
Shipping and General Office Work. Good  
References.

Apply to—  
BOX 25,  
Care of Daily Press Office.  
Hongkong, 2nd October, 1901. [2507]

WANTED.

COMPTROLLER for a German Firm in an  
Office. Must be able to provide good  
Security.

Address by letter to—  
R. S. T.,  
Care of Daily Press Office.  
Hongkong, 3rd October, 1901. [2518]

WANTED.

SMART CHINESE CLERK Wanted.  
Good Handwriting. Some Experience.  
State if Typewriter. "Good Position for an able  
man."

Apply to—  
THE ROBINSON PIANO CO., LD.  
Hongkong, 4th October, 1901. [2538]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1901. [2546]

THE  
Allenburys' Food

PROGRESSIVE DIETARY, unique in providing nourishment suited to the growing &  
infants from birth upwards, and free from dangerous germs.

"Allenburys' Milk Food No. 1  
Specially adapted to the first three months of life."

"Allenburys' Milk Food No. 2  
Similarly adapted to the second three months of life."

The "Allenburys' Malted Food No. 3  
For infants over six months."

No. 3 Food is also specially recommended for Convalescents, Invalids, the Aged,  
The London Medical Record writes of it that—"In Better  
Allen & Hanburys Ltd., London.

SAVE YOUR HAIR  
With Shampoos of

And light dressings of CUTICURA, purest of emollient skin cures.  
This treatment at once stops falling hair, removes crusts, scales, and  
dandruff, soothes irritated, itching surfaces, stimulates the hair folli-  
cles, supplies the roots with energy and nourishment, and makes the  
hair grow



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, &c., together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.  
3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PALAWAN	Brit. str.	2 m.	J. Chellon, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON	FORMOSA	Brit. str.	2 m.	H. H. W. Snow	P. & O. S. N. Co.	To-day, at Noon.
LONDON	PIRELLUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
LONDON	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th inst.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd November.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
REMEDI, VIA PORTS OF CALL	HAMBURG	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 16th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	NATAL	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP, v. S. POER, &c.	HAKATA MARU	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 18th inst., at Daylight.
HAVRE & HAMBURG	ARABIA	Ger. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	To-day.
HAVRE, BREMEN & HAMBURG	KOENIGSBERG	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Zurbruggen	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	SEGOWIA	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 14th December.
TRIESTE VIA SINGAPORE, &c.	TRIESTE	Aust. str.	2 m.	A. M. Hill	SANDER, WIELER & CO.	On 17th inst.
NEW YORK VIA PORTS & SUEZ CANAL	STATE OF MAINE	Amer. ship	2 m.	Kendall	CARLOWITZ & CO.	Quick despatch.
NEW YORK	STATES	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 23rd inst.
NEW YORK	MACILLANO	Amer. ship	1 m.		SHEWAN, TOMES & CO.	On or about 25th inst.
NEW YORK	CLAYDON	Ger. str.	2 m.		CARLOWITZ & CO.	On 30th inst.
NEW YORK VIA SUEZ CANAL	ADANA	Brit. str.	2 m.	A. Smith	SHEWAN, TOMES & CO.	On 10th November.
NEW YORK VIA SUEZ CANAL	ASAMA	Brit. str.	2 m.	F. F. Bennett	SHEWAN, TOMES & CO.	On 15th December.
VANCOUVER VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC CO.	On 23rd inst.
VANCOUVER VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Beetham, R.N.R.	CANADIAN PACIFIC CO.	On 8th November.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.	2 m.	F. McNair	DODWELL & CO., LIMITED	On 19th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KINSITU MARU	Jap. str.	2 m.	F. L. Pyne	NIPPON YUSEN KAISHA	On 19th inst., at 4 p.m.
PORTLAND (OR.) VIA SHANGHAI, &c.	INDRAPURA	Brit. str.	2 m.		ALLAN CARRON	On or about 14th inst.
SAN FRANCISCO VIA MOJI	ALGOA	Jap. str.	2 m.		PACIFIC MAIL S. S. CO.	On 7th inst., at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 m.		TOYO KISEN KAISHA	On 12th inst., at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	SHANGHAI MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.		GIBB, LIVINGSTON & CO.	On 24th inst., at 4 p.m.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 25th inst., at 4 p.m.
YOKOHAMA & KOBE	BAMBERG	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 12th inst.
YOKOHAMA VIA SHANGHAI & KOBE	JAPAN	Brit. str.	2 m.		MELCHERS & CO.	On 7th inst., at Noon.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	2 m.		P. & O. S. N. Co.	On or about 20th inst.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.	G. E. P. Cook	NIPPON YUSEN KAISHA	On 11th inst., at Daylight.
NAGASAKI & YOKOHAMA	DAPHNE	Ger. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
MOJI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	2 m.	S. Yoshizawa	SIEMSEN & CO.	On 9th inst., at 3 p.m.
SHANGHAI	LIENKONG	Ger. str.	2 m.	Th. Lehmann	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	2 m.	Aubert	BUTTERFIELD & SWIRE	To-day, at 5 p.m.
SHANGHAI	COROMANDEL	Brit. str.	2 m.	F. W. Vibert, R.N.R.	MESSAGERIES MARITIMES	On or about 6th inst.
SHANGHAI	WONGHONG	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 12th inst.
SWATOW	MAIDZURU MARU	Jap. str.	1 m.	K. Suzuki	BUTTERFIELD & SWIRE	To-day.
SWATOW	ASINO MARU	Jap. str.	1 m.	H. Asumi	MIYOSHI BUREAU KAISHA	On 16th inst.
SWATOW	DAIGI MARU	Jap. str.	1 m.	K. Sobajima	MIYOSHI BUREAU KAISHA	On 9th inst., at Daylight.
SWATOW	HAIMUN	Brit. str.	2 m.	F. Passmore	MIYOSHI BUREAU KAISHA	On 11th inst., at Noon.
MANILA	LOONGSANG	Brit. str.	2 m.	Weigall	DOUGLAS LAFARGE & CO.	To-day, at Noon.
MANILA	ESMERALDA	Brit. str.	2 m.	J. McGinley	JARVIS, MATTHEWSON & CO.	To-day, at 4:30 p.m.
MANILA VIA AMOY	YUENSANG	Brit. str.	2 m.	Rolle	SHEWAN, TOMES & CO.	On 7th inst., at 5 p.m.
MANILA	CHENGU	Brit. str.	2 m.	Pennafather	JARVIS, MATTHEWSON & CO.	On 9th inst., at 4 p.m.
MANILA	KAIFONG	Brit. str.	1 m.	Buller	BUTTERFIELD & SWIRE	On 12th inst.
LOILOLO & CEBU	KUMSANG	Brit. str.	2 m.	W. W. Cooke, R.N.R.	JARVIS, MATTHEWSON & CO.	On 8th inst., at 2 p.m.
SINGAPORE, PENANG & CALCUTTA	TIENSIN	Brit. str.	2 m.	K. Kori	P. & O. S. N. Co.	On or about 7th inst.
SINGAPORE & BOMBAY	KAGOSHIMA MARU	Jap. str.	2 m.	D. Costa	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	BOSMIDA	Ital. str.	2 m.		CARLOWITZ & CO.	On 11th inst., at Noon.

## SHIPPING.

**ARRIVALS.**  
Oct. 4, *FRANCE*, French cruiser, 3,000, Adam, Amoy 3rd October.  
Oct. 4, *HANSA*, German str., 1,202, L. Lorenzen, Manila 1st Oct.—CHINESE.  
Oct. 4, *HONGKONG*, French str., 802, Pauzier, Haiphong and Hoihow 3rd Oct. General—A. R. MARTY.  
Oct. 4, *LYEEMOON*, German str., 1,238, Lehmann, Canton 4th Oct. General—SIEMSEN & CO.  
Oct. 4, *TAICHONG*, German steamer, 828, H. Adams, Manila 2nd October, Ballast—SIEMSEN & CO.  
Oct. 4, *TAICHOW*, German str., 853, W. Reher, Bangkok 24th Sept., General—BUTTERFIELD & SWIRE.  
Oct. 4, *THALES*, British str., 803, J. Robson, Foochow 1st Oct., Amoy 2nd and Swatow 3rd. General—DOUGLAS LAFARGE & CO.  
Oct. 4, *WONGHONG*, British str., 1,163, Dowson, Canton 4th Oct. General—BUTTERFIELD & SWIRE.  
Oct. 4, *YAMAGUCHI MARU*, Japanese str., 2,058, S. Yoshizawa, Bombay 17th Sept. General—NIPPON YUSEN KAISHA.

## CLEARANCES.

At the Harbour Master's Office, 4th October.  
*Apenrade*, German str., for Haiphong.  
*Arabis*, German str., for Singapore.  
*Choutai*, German str., for Swatow.  
*Glenfarg*, British str., for Moji.  
*Hansa*, German str., for Saigon.  
*Socotra*, British str., for Shanghai.  
*Sungkiang*, British str., for Amoy.

## DEPARTURES.

4th October.  
*CHIGWELL*, British str., for Balik Papan.  
*CHOYANG*, British str., for Canton.  
*CHOWAT*, German str., for Swatow.  
*GLENFARG*, British str., for Moji.  
*SANUKI MARU*, Japanese str., for London.  
*SOCOTRA*, British str., for Shanghai.  
*SUNGKIANG*, British str., for Manila.

## VESSELS IN DOCK.

4th October.  
*ABERDEEN DOCK*—*Victoria*, *George*, *Valentine*, *Zebra*, *Blanco*, *King*, *Bong*, *Montez*, *Comet*, *Pronto*, *H.M.S. Argonaut*, *Cosmopolis*, *Dock*—*Murchie*, *Chunyang*.

## SHIPPING REPORTS.

The German steamer *Taichong*, from Manila 2nd inst., had strong N.E. gales with heavy sea. The German steamer *Taichow*, from Bangkok 24th Sept., had strong N.E. gales with heavy sea.

## VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

**"LOONGSANG."**  
The Company's Steamship  
Captain Weigall, will be despatched as above TO-DAY, the 5th inst., at 4:30 P.M.  
This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 2nd October, 1901. [2517]

## FOR SHANGHAI.

**"LYEEMOON."**  
The Steamship  
Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 5th inst., at 5 P.M.  
This steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, 2nd October, 1901. [2516]

## FOR TAMSUI VIA SWATOW AND AMOY.

**"DAIGI MARU."**  
The Company's Steamship  
Captain K. Sobajima, will be despatched for the above ports TO-MORROW, the 6th inst.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 30th September, 1901. [17]

## NAVIGAZIONE GENERALE ITALIANA.

(FLORIO AND RUBATINO UNITED COMPANIES).  
**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.  
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, via BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.  
The Steamship  
**"BOSMIDA."**  
Capt. Costa, will be despatched as above TO-DAY, the 11th inst., at Noon.  
At Bombay the steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 30th September, 1901. [7]

## FOR NEW YORK.

**"STATE OF MAINE."**  
The 3/3 L.L. American ship  
Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.  
For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 21st September, 1901. [2386]

## FOR NEW YORK.

**"MANUEL LLANO."**  
The 3/3 A.I. American Ship  
Capt. Llanos, will be ready to load on the 1st November for the above port, and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 27th September, 1901. [1738]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, HANKOW, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

**PROPOSED SAILINGS FROM HONGKONG.**  
(SUBJECT TO ALTERATION).  
"EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 1901  
"TARTAR".....Comdr. E. Beetham, R.N.R. WEDNESDAY, 6th Nov., 1901  
"EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Nov., 1901  
"ATHENIAN".....Comdr. H. Mowat WEDNESDAY, 4th Dec., 1901  
"EMPEROR OF JAPAN".....Comdr. H. Pyne, R.N.R. WEDNESDAY, 18th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

**SPECIAL EXTRA SERVICE.**  
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VAN COUVER, additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.  
The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VAN COUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Fetter's Street.  
Hongkong, 1st October, 1901. [10]

## HAMBURG-AMERIKA LINIE.

**NORDDEUTSCHER LLOYD.**  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

**PROPOSED SAILINGS FROM HONGKONG.**  
SUBJECT TO ALTERATION.  
STEAMERS. DESTINATIONS. SAILING DATES.  
ARABIA.....(Calling at Singapore and Colombo) On 5th Oct. Freight.  
KOENIGSBERG.....(Calling at Singapore and Colombo) On 10th Oct. Freight and Passengers.  
BAMBERG.....(Calling at Singapore and Colombo) On 2nd Nov. Freight.  
SEGOWIA.....(Calling at Singapore and Colombo) On 16th Nov. Freight.  
MARBURG.....(Calling at Singapore and Colombo) On 30th Nov. Freight.  
SUEVIA.....(Calling at Singapore and Colombo) On 14th Dec. Freight.  
For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.  
Hongkong, 27th September, 1901. [1051]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
QUEEN ADELAIDE	2,832	F. McNair	October 8th
VICTORIA	3,502	J. Pantou	October 15th
BREMER	3,601	W. Watt	November 12th
GLENOCLE	3,750	W. Frakes	November 28th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, &c.  
Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, &c.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains—day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, &c.  
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYKE and St. MICHAEL.  
Rates of Passage to other Points on application.  
A Special Rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 2nd October, 1901. [11]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	FORMOSA	Noon, 5th	Freight or Passage.
* SINGAPORE AND BOMBAY	H. H. W. Snow	October 6th	Freight only.
LONDON, &c.	TIENSIN	About 7th	Freight only.
SHANGHAI	W. W. Cooke, R.N.R.	October 6th	See Special Advertisement.
YOKOHAMA VIA SHANGHAI AND KOBE	PALAWAN	Noon, 12th	Freight or Passage.
(Passing through the Inland Sea)	CHINGTU	About 12th	Freight or Passage.
	F. W. Vibert, R.N.R.	October 12th	Freight or Passage.
	J. Chellon, R.N.R.	About 20th	Freight or Passage.
	C. C. Talbot, R.N.R.	October 12th	Freight or Passage.

Calling at Penang and Colombo should sufficient inducement be offering.  
**PASSENGER SEASON 1902.**  
For MARSEILLES, PLYMOUTH, ORIENTAL, &c. 5,284 Tons. 23rd March.  
and LONDON DIRECT.....MALTA.....6,064 Tons. 12th April.  
WITHOUT TRANSIT.....  
For Further Particulars, apply to  
H. A. BITCHIE,  
Superintendent.  
Hongkong, 28th September, 1901. [1]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 8th Oct., at Noon.
S. Yoshizawa	KOBE and YOKOHAMA	FRIDAY, 11th Oct., at Daylight.
SHINANO MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 11th Oct., at Noon.
G. E. P. Cook	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 18th Oct., at Daylight.
KAGOSHIMA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th Oct., at Noon.
K. Kori	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 19th Oct., at 4 P.M.
HAKATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Oct., at 4 P.M.
KASUGA MARU	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 18th Oct., at Noon.
H. Fraser	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 19th Oct., at 4 P.M.
KINSHU MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Oct., at 4 P.M.
F. L. Sommer	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 18th Oct., at Noon.
K. Kori	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 19th Oct., at 4 P.M.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Oct., at 4 P.M.
A. E. Moses	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 18th Oct., at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MITHARA, Manager.  
Hongkong, 23rd September, 1901. [13]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in RUSSIA.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	18th October.
SACHSEN	WEDNESDAY	30th October.
KIAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November.
BAYERN	WEDNESDAY	27th November.
STUTTGART	WEDNESDAY	11th December.
KONIG ALBERT	WEDNESDAY	25th December.
PRINZESS LIEBE	WEDNESDAY	8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY	22nd Jan., 1902.
PREUSSEN	WEDNESDAY	5th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	19th Feb., 1902.
SACHSEN	WEDNESDAY	5th Mar., 1902



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	TO	DUN
GLASGOW and LIVERPOOL	NESTOR	On 6th October.		
GLASGOW and LIVERPOOL	LAERTES	On 10th October.		
GLASGOW and LIVERPOOL	DARDANUS	On 15th October.		
GLASGOW and LIVERPOOL	MACHAON	On 23rd October.		
GLASGOW and LIVERPOOL	PROTHESUS	On 28th October.		
GLASGOW and LIVERPOOL	ACHILLES	On 6th November.		

FOR	HOMEWARDS.	STEAMERS	TO SAIL
LONDON	NESTOR	On 15th October.	
LONDON	CALCHAS	On 23rd October.	
LONDON	NESTOR	On 12th November.	
LONDON	MACHAON	On 26th November.	
LIVERPOOL DIRECT	ULYSSES	On 14th October.	
LIVERPOOL DIRECT	DARDANUS	On 15th November.	

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	WOOSUNG	On 5th October.
IOLOLO & CEBU	KAIFONG	On 11th October.
MANILA	CHINGTU	On 12th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, CRISTIAN, SYDNEY and MELBOURNE	CHINGTU	On 12th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 28th September, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "PALAWAN" Captain J. Chelliah, M.A., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 12th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to—

H. A. RITCHIE, Superintendent.

Hongkong, 26th September, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVALLI," "INDRAPURA," and "KNIGHT COMPANION" between HONGKONG and PORTLAND (Ore.), calling at SHANGHAI, NAGASAKI, MOI, KOBE and YOKOHAMA.

THE Steamship "INDRAPURA" will be despatched for Portland (Ore.) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight, and further information, communicate with or apply to—

ALLAN CAMERON, General Agent.

Hongkong, 25th September, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship "MAIDZU MARU" Captain K. Sudo, will be despatched for the above ports on WEDNESDAY, the 16th inst.

For Freight or Passage, apply to—

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd October, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUETZ, PORT SAID, ROME AND TRIESTE. (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, NABRA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE & ADRIATIC PORTS.)

THE Company's Steamship "TRIESTE" Captain A. Mito, will be despatched as above on THURSDAY, the 17th inst.

For information as to Passage and Freight, apply to—

SANDER WIELER & CO., Agents.

Hongkong, 3th September, 1901.

## UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(BOB M. SLOMAN & Co., HAMBURG.)

FOR NEW YORK. THE full-powered Steamship "CLAUDEDALE" will be despatched for the above port on WEDNESDAY, 3th inst.

For Freight, apply to—

OARLOWITZ & CO., Agents.

Hongkong, 28th September, 1901.

## VESSELS ON THE BERTH

## U. S. MAIL LINES

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"ALGOA"	MONDAY, 7th October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 20th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"GOPTIC"	WEDNESDAY, 20th November, at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GABLIC"	SATURDAY, 14th December, at Noon.

THE P. M. S.S. Co.'s Steamship "ALGOA" will be despatched for SAN FRANCISCO via MOJI, on MONDAY, the 7th October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to ports beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd October, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRAITHGYLE" On 20th Oct. THE Steamship "STRAITHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA, on SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to—

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th September, 1901.

## SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUETZ CANAL. THE Steamship "ADANA" Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to—

SHEWAN TOMES & CO., Agents.

Hongkong, 23rd September, 1901.

## NATAL LINE OF STEAMERS.

THE Undersecretary-GENERAL AGENTS in CHINA and JAPAN for the above Lines are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to—

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

## FOR NAGASAKI AND VLADIVOSTOCK.

THE Steamship "DAPHNE" Captain Schipper, will be despatched for the above ports on WEDNESDAY, the 9th inst., at 3 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight and Passage, apply to—

SIEMSEN & CO., Agents.

Hongkong, 3rd October, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship "ANPING MARU" Captain S. Akami, will be despatched for the above ports on WEDNESDAY, the 9th October at DAYLIGHT.

For Freight or Passage, apply to—

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th September, 1901.

## SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUETZ CANAL. THE Steamship "ASAMA" Captain F. F. Bement, will be despatched for the above port on the 15th December, 1901.

For Freight, apply to—

SHEWAN TOMES & CO., Agents.

Hongkong, 24th September, 1901.

## KEATING'S POWDER.

KEATING'S POWDER KEATING'S POWDER KEATING'S POWDER

BUGS, FLEAS, MOTHS, BEETLES, MOSQUITOES.

KEATING'S POWDER KEATING'S POWDER KEATING'S POWDER

BUGS, FLEAS, MOTHS, BEETLES, MOSQUITOES.

KEATING'S WORM TABLETS. KEATING'S WORM TABLETS. KEATING'S WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THROAT WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles, by all Druggists.

Prepared by THOMAS KEATING, LONDON.

A POT OF LEMCO in the House has wiped off many illnesses. LEMCO is genuine Lishig Company's Extract.

TSANG FOO & CO. SAM WING HING.

COAL MERCHANTS. No. 48, DES VOEUX ROAD CENTRAL.

Telephone No. 329.

Hongkong, 23rd September, 1901.

## PIANOFORTE TUNING AND REPAIRING.

MR. E. A. BROWNE is prepared to undertake the above at reasonable rates.

All Repairs done personally.

TUNING ... \$3.50.

Care of DRAGON CYCLE STORE, D'Aguilar Street.

Hongkong, 4th September, 1901.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

W. M. PARLANE, Manager.

Hongkong, 17th February, 1899.

## A ON &amp; CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.

39a, TOP FLOOR, QUEEN'S ROAD CENTRAL, Opposite to Class J. Gump & Co.

Hongkong, 20th March, 1901.

## NOTICE.

THE public is hereby notified that the CABLE between AMOY, TONKIN and ANNAM is opened to public traffic and Telegrams for these Countries are accepted at the Eastern Extension, Australasia and China Telegraph Co.'s Office.

Rate per word—

Annam ... \$0.70

Tonkin ... \$0.80

Senders of Telegrams for above-mentioned places should mark their Telegrams with AMOY-TOURANE CABLE.

Hongkong, 2nd October, 1901.

## MARKET PRICES.—October 3rd, 1901.

The Prices are given in Dollar Cents. Copper cash is cash \$100 to \$1, the Dollar, a catty is 14 lbs., 1 picul 138 1/2 lbs.

BUTCHER MEAT.

Beef, sirloin & prime cut, lb. 14 to 16

Corned ... 14 to 16

Soup ... 14 to 16

Steak ... 14 to 16

Bull's Head ... 14 to 16

Tongue fresh ... 14 to 16

Head ... 14 to 16

Heart ... 14 to 16

Tripe, salted ... 14 to 16

Feet ... 14 to 16

Kidneys ... 14 to 16

Tail ... 14 to 16

Liver ... 14 to 16

Bladder, undressed ... 14 to 16

Malton Chop ... 14 to 16

Legs ... 14 to 16

Shoulder ... 14 to 16

Pigs Feet ... 14 to 16

Fry ... 14 to 16

Head ... 14 to 16

Kidneys ... 14 to 16

Liver ... 14 to 16

Pork, Chop ... 14 to 16

## VESSELS ON THE BERTH

## FOR NAGASAKI AND VLADIVOSTOCK.

THE Steamship "DAPHNE" Captain Schipper, will be despatched for the above ports on WEDNESDAY, the 9th inst., at 3 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight and Passage, apply to—

SIEMSEN & CO., Agents.

Hongkong, 3rd October, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship "ANPING MARU" Captain S. Akami, will be despatched for the above ports on WEDNESDAY, the 9th October at DAYLIGHT.

For Freight or Passage, apply to—

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th September, 1901.

## SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUETZ CANAL. THE Steamship "ASAMA" Captain F. F. Bement, will be despatched for the above port on the 15th December, 1901.

For Freight, apply to—

SHEWAN TOMES & CO., Agents.

Hongkong, 24th September, 1901.

## KEATING'S POWDER.

KEATING'S POWDER KEATING'S POWDER KEATING'S POWDER

BUGS, FLEAS, MOTHS, BEETLES, MOSQUITOES.

KEATING'S POWDER KEATING'S POWDER KEATING'S POWDER

BUGS, FLEAS, MOTHS, BEETLES, MOSQUITOES.

KEATING'S WORM TABLETS. KEATING'S WORM TABLETS. KEATING'S WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THROAT WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles, by all Druggists.

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A POT OF LEMCO in the House has wiped off many illnesses. LEMCO is genuine Lishig Company's Extract.

TSANG FOO & CO. SAM WING HING.

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Telephone No. 329.

Hongkong, 23rd September, 1901.

## PIANOFORTE TUNING AND REPAIRING.

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